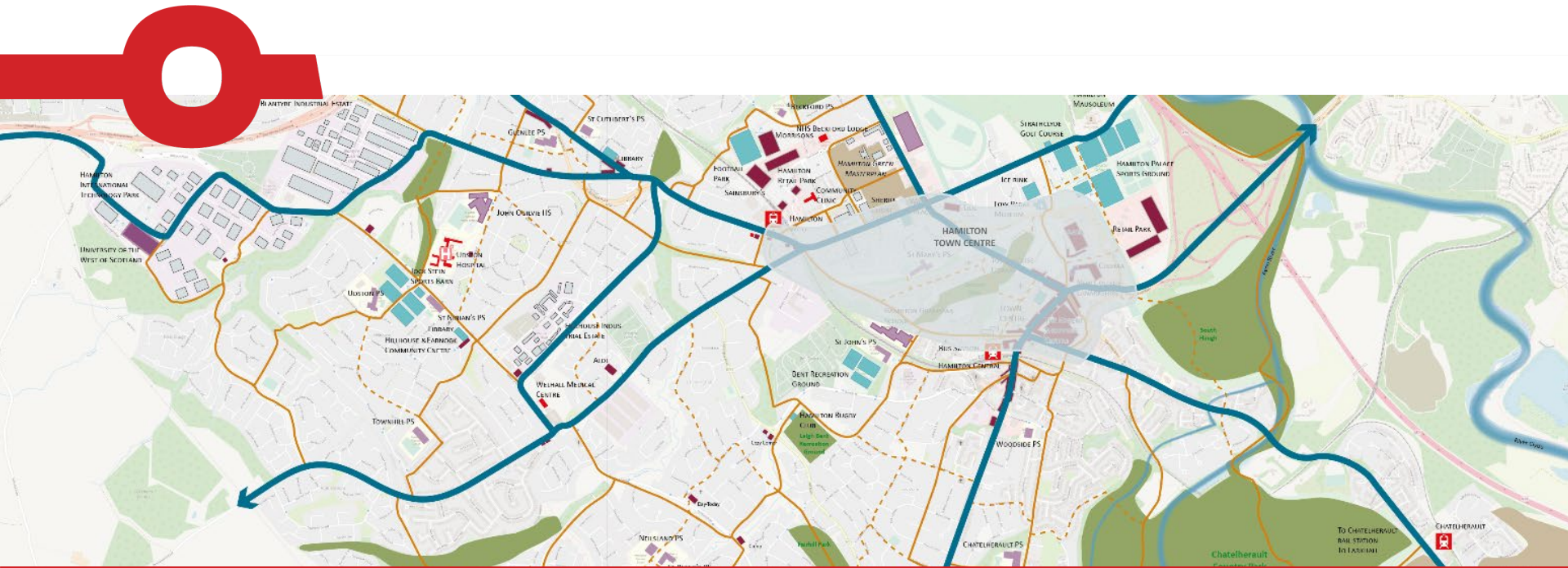


# Hamilton Active Travel Network Plan



Version 3.0 – Final for publication

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# 1. Introduction

# Aims of the study

## Objectives of the study

The aim of the study is to identify the actual and perceived barriers to all-ability cycling and walking for everyday journeys in and around Hamilton, identify the network needed to enable modal shift to those modes and promote Hamilton as an Active Travel Friendly Town.

### **The Active Travel Network Plan will:**

- Identify major destinations and how well they are currently connected on foot or by bicycle
- Create a schematic cycle network connecting those destinations, establishing what a complete cycle network in Hamilton would look like
- Identify early priorities and recommendations to make active travel a viable option for everyday journeys in and around Hamilton

Hamilton is in the third wave, alongside Lanark and Carlisle, of a series of studies which will see active travel networks covering South Lanarkshire's main settlements.

# Approach

The approach followed in developing the network included the following steps.

## **Technical review**

- Key destinations, existing and planned, to estimate level and distribution of demand
- Physical barriers
- Policy context and planned changes
- Review of previous studies
- Site visits were planned however they could not take place due to the progressing COVID-19 pandemic

## **Public and stakeholder engagement**

- Online survey to collate individuals' views
- Placecheck online platform to gather views on potential improvements
- Workshop planned with stakeholders – Unfortunately, the event had to be cancelled and was replaced by online and email contributions.

## **Network development and recommendations**

- Identification of a potential cycle network and
- Identify opportunities for early implementation

## **Feedback from stakeholders and the public and proposed network and priorities**

- A workshop was organised via MS Teams to discuss the draft proposals and gather feedback from stakeholders
- An online survey was also open throughout September 2020 to collate feedback from the general public



## 2. Context and current situation

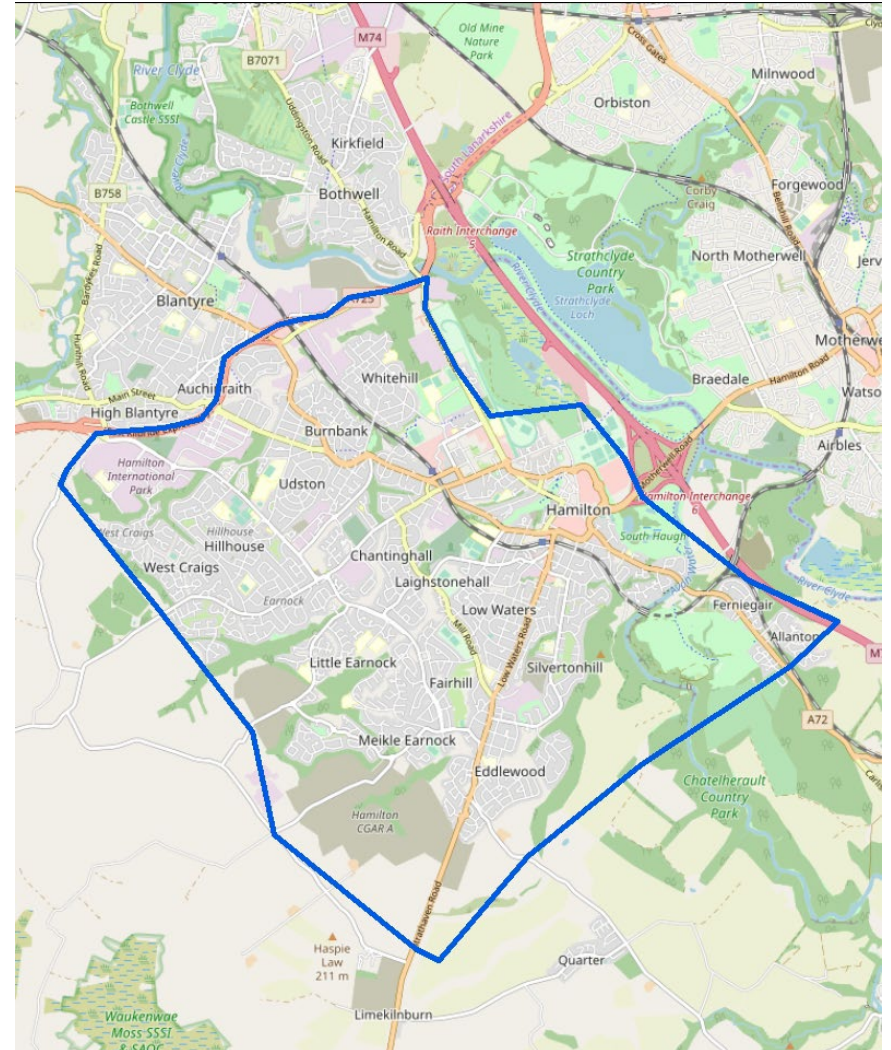
# Study area definition

The study is focused on the Hamilton area of South Lanarkshire. The adjacent map shows the extent of the area where a network has been developed, however, connections to destinations and settlements beyond this boundary were also considered to create a coherent network at both local and regional scales.

Hamilton is Scotland's fourth largest town and eighth largest urban centre with a population of about 54,000. Within Hamilton there are 18 primary schools, 4 secondary schools, an independent school and a further education college. The University of the West of Scotland has a campus in Hamilton International Technology Park.

Hamilton has three railway stations, Hamilton Central, Hamilton West and Chatelherault. Beside Hamilton Central lies Hamilton bus station, providing links to surrounding towns and cities, also offering an express bus to Glasgow and some parts of England. The National Cycle Route 74 passes through Hamilton providing a direct route to the town from the north and south.

It also features retail and leisure facilities including two retail parks, a large town centre, Chatelherault Country Park and the southern area of Strathclyde Country Park is across the river Clyde in North Lanarkshire. These facilities along with the level of employers results in a high number of people travelling into the town as well as local journeys by people who live in the town.



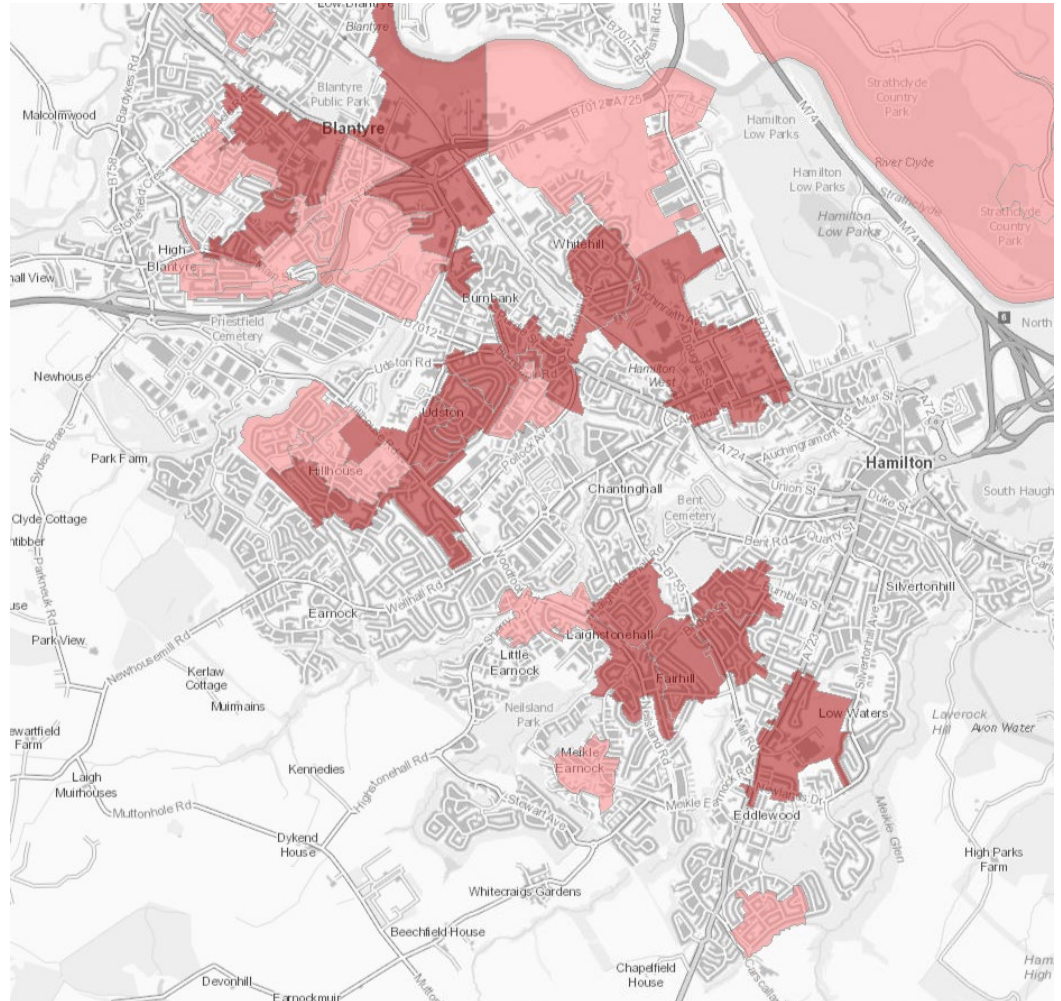
# Study area definition

This map of the **Scottish Index of Multiple Deprivation (2020)** shows the areas of Hamilton within the 10% (dark red) and 20% (in pink) most deprived in Scotland.

Areas in the neighbourhoods of Whitehill, Burnbank, Udston, Fairhill, Blantyre and Low Waters are within the 10%, some within the 5%, most deprived in Scotland.

This will be an important factor when considering the relative benefits of different routes/improvements could deliver to the local areas it serves. As car ownership and commute by car tend to be lower in those areas they are likely to benefit most from improvement to the cycling and walking environment (including access to public transport).

Those areas are also often, although not always, more exposed to noise and air pollution generated by motorised transport travelling through the area. Any intervention reducing car use is likely to benefit those areas most.





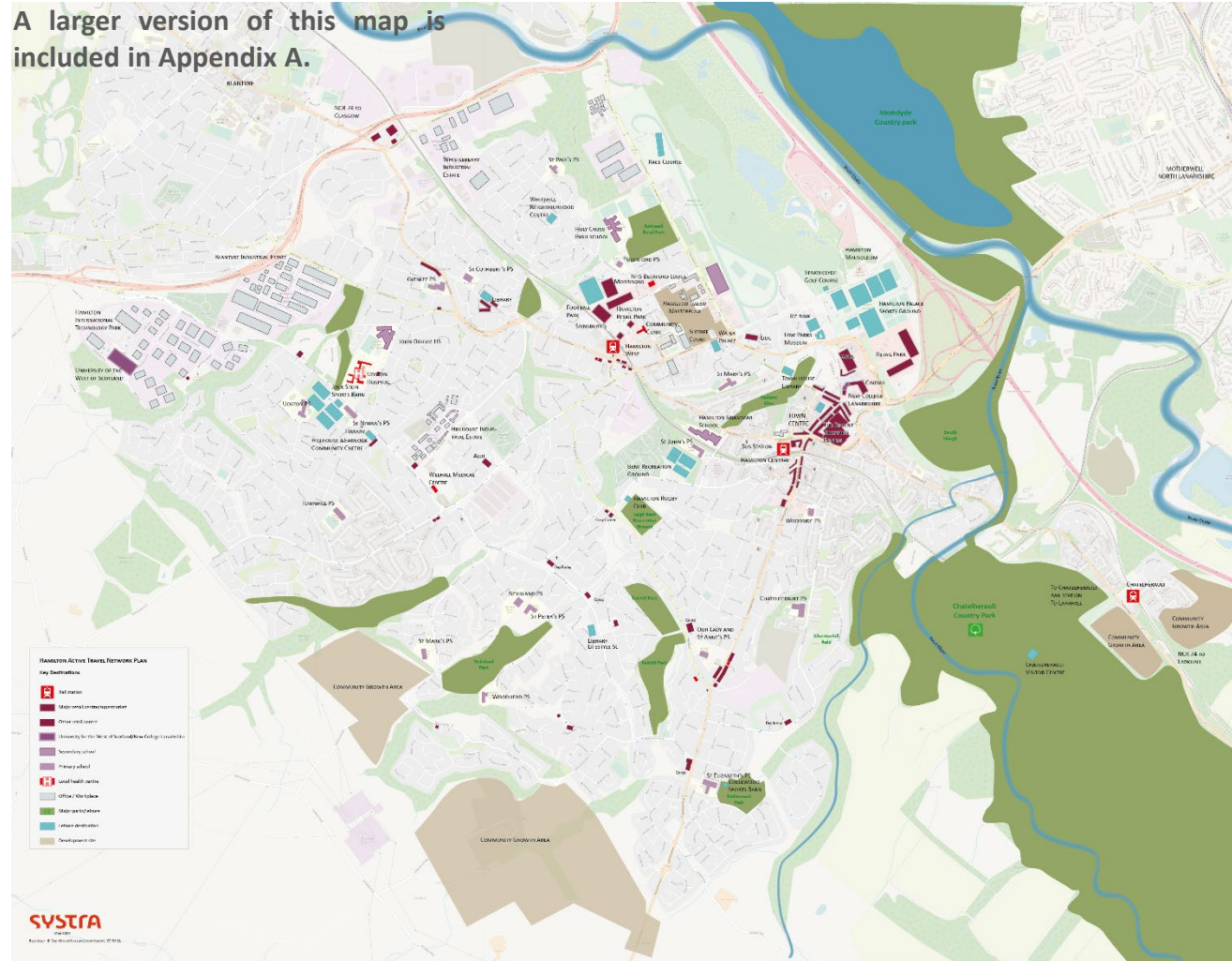
# Key destinations

This map identifies all the significant local destinations which would need to be connected in a coherent active travel network, and have convenient and accessible routes within walking distance.

Development sites are also included as future trip generators and opportunities to incorporate active travel early in the planning and design stages.

It shows a relative spread of destinations across the town, with several clusters: around the Hamilton Central retail core and Hamilton West, but also further west with the University of the West of Scotland's recently open campus, and in the Hillhouse Road/Farm Road area. Hamilton Racecourse and Chatelherault Country park also attract significant numbers of visitors within and from outside Hamilton.

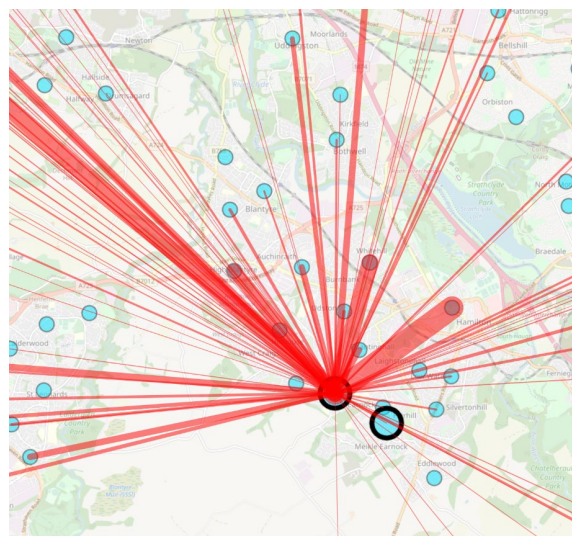
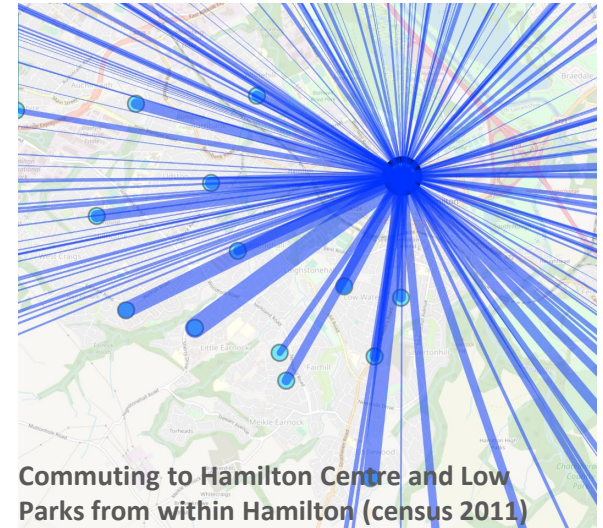
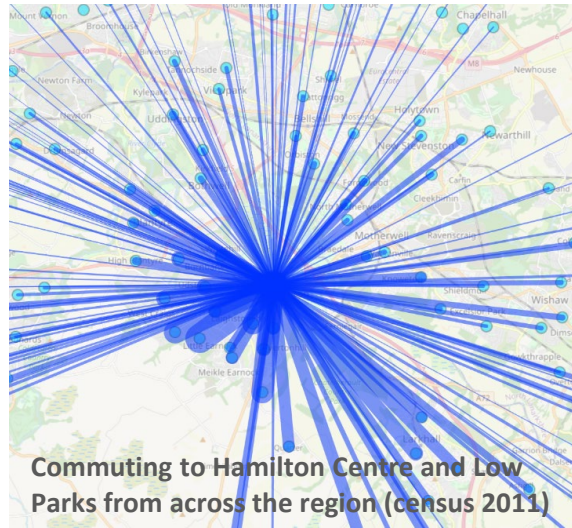
A larger version of this map is included in Appendix A.



# Key destinations

Commuting data from the last census (examples on the right, visualisation extracted from “DataShine Scotland Commute”) shows Hamilton is an employment centre, attracting commuters from across the region. It also generates significant commuting journeys towards Glasgow. Enabling the use of sustainable modes of transport for those trips will mean providing good quality walking and cycling routes to rail and bus stations, focusing on making those modes the easiest way to access public transport.

Significant numbers also commute short distances in Hamilton, within reasonable cycling distance. Taking the example of the Little Earnock area shown in red alongside, located 3-4km from Hamilton town centre, there were over 200 commutes to the Hamilton centre area, 160 to the Whitehill area, and over 130 to the High Blantyre area, suggesting significant local potential.



# Planned and future developments

The development sites and infrastructure projects most relevant to the town active travel plan are listed below.

- **Residential Development Sites:** Between 2017 and 2024 there is a programmed output of 7,270 housing units and a post 2024 output of 10,328. South Lanarkshire Council has identified land supply to meet its projected housing requirements, those sites are included on the “key destinations” map, in Appendix A. In Hamilton, two areas are designated by the Local Development Plan as “community Growth Areas”: a large area to on the western edge of Hamilton “Hamilton West CGA”, and a smaller area in Chatelherault “Ferniegair CGA”.
- **Hamilton Green Masterplan** Following the move of the University of the West of Scotland (UWS) to Hamilton International Technology Park, South Lanarkshire Council and UWS have consolidated their respective landholdings to re-develop an important part of Hamilton Town Centre, currently under-used. It includes 365 residential properties, retirement homes, hotel, leisure activities, offices and ancillary retail uses.
- **Development priorities:** Hamilton is one of the three Strategic Town Centres in South Lanarkshire, alongside East Kilbride and Lanark, while Hamilton International Technology Park is listed in the LDP as a “Strategic Economic Investment Location”(SEIL). Both the adopted LDP and proposed LDP2 list the development priorities in Hamilton as follows.
  - Develop a range of initiatives focusing on the following issues in the town centre:*
    - *Role and function of centre.*
    - *Accessibility including improvements to transport hubs.*
    - *Identify opportunities and deficiencies.*
    - *Conduct regular health checks.*

# Current cycle network and use

## Current cycle network

The main signposted cycle route in the town is National Cycle Route 74, which passes through much of rural South Lanarkshire, starting at Uddingston and ending at Gretna Green where it joins NCR 7. The route links Hamilton with Blantyre, Cambuslang and Glasgow to the north, Motherwell to the east through Strathclyde Country Park, and Larkhall to the south. An alternative to the main NCR 74 route from Blantyre through Hamilton is also signposted with “(74)” via Burnbank.

NCR 74 joins NCR 75 at Uddingston north of Hamilton, from which it connects to central Glasgow to the west and Drumpellier Country park, and eventually Edinburgh to the east.

Through the “[Make your Way](#)” active travel promotion campaign, a map was produced highlighting the best access routes on foot and by bike from Hamilton, as well as trails within Chatelherault Country Park. The routes map is shown on the next slide.

As there is no formal network, the study will also look at data recorded by fitness apps where users can record their walking and cycling routes, whilst bearing in mind the limitations of those datasets (mainly leisure journeys, by a subset unrepresentative of the general population, etc). These will be presented later in report.

**Feedback**  
We'd love to hear your walking and cycling experiences and see your photos of these routes – #MakeYourWay  
@clydeavonvalley  
Clyde and Avon Valley Landscape Partnership  
@ClydeAvonValley

**MAKE YOUR WAY**  
Smarter Choices, Smarter Places  
Clyde and Avon Valley Landscape Partnership  
LOTTERY FUNDED

Make Your Way is funded by Smarter Choices, Smarter Places grant and Heritage Lottery Fund and South Lanarkshire LEADER supported Clyde and Avon Valley Landscape Partnership.

Along these routes you will find new waymarkers and seating, installed in 2018. These have been developed by **Icecream architecture**, working in partnership with:

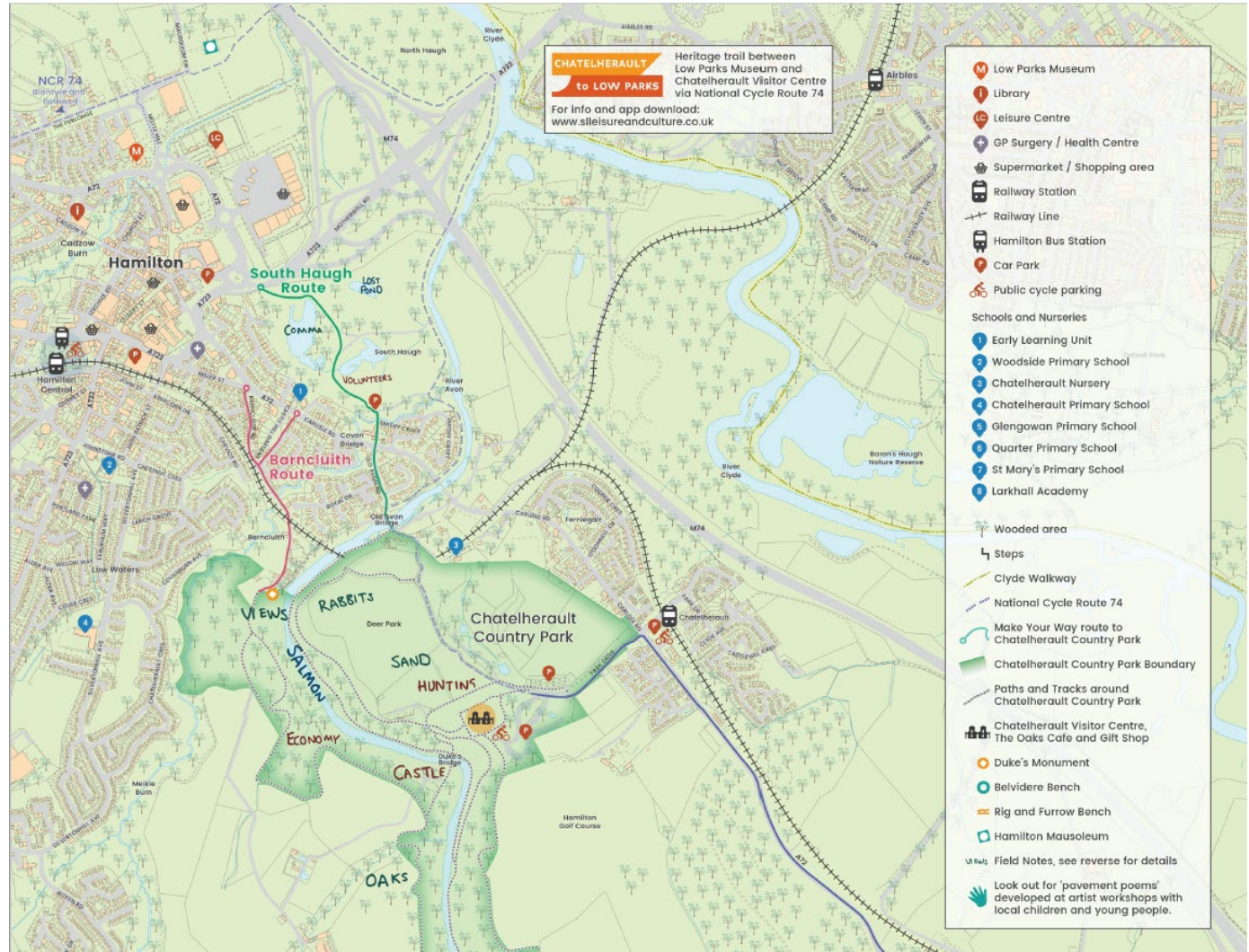
**Designers & Makers:** Martin Campbell, Alan Kain  
**Artists in Residence:** Owen Clarke, Alan Kain, Jenny O'Boyle, Ruby Pester, Nadia Rossi, Rachel Walker  
**Community groups:** Blantyre Cubs, Clydesdale Colts Youth Cycling Club, Clydesdale Community Initiative, Hamilton Natural History Society, Hamilton Ramblers, Larkhall and District Volunteers walking group, South Haugh Volunteers, Quarter Primary School Pupils, Universal Connections Larkhall.  
**Photography:** Daniele Sambo

Public Transport Info: [www.travelinescotland.com](http://www.travelinescotland.com) 0871 200 22 33

SCOTTISH OUTDOOR ACCESS CODE  
KNOW THE CODE BEFORE YOU GO  
outdooraccess-scotland.com

# Current cycle network and use

## “Make your Way to Chatelherault” map - Hamilton extract



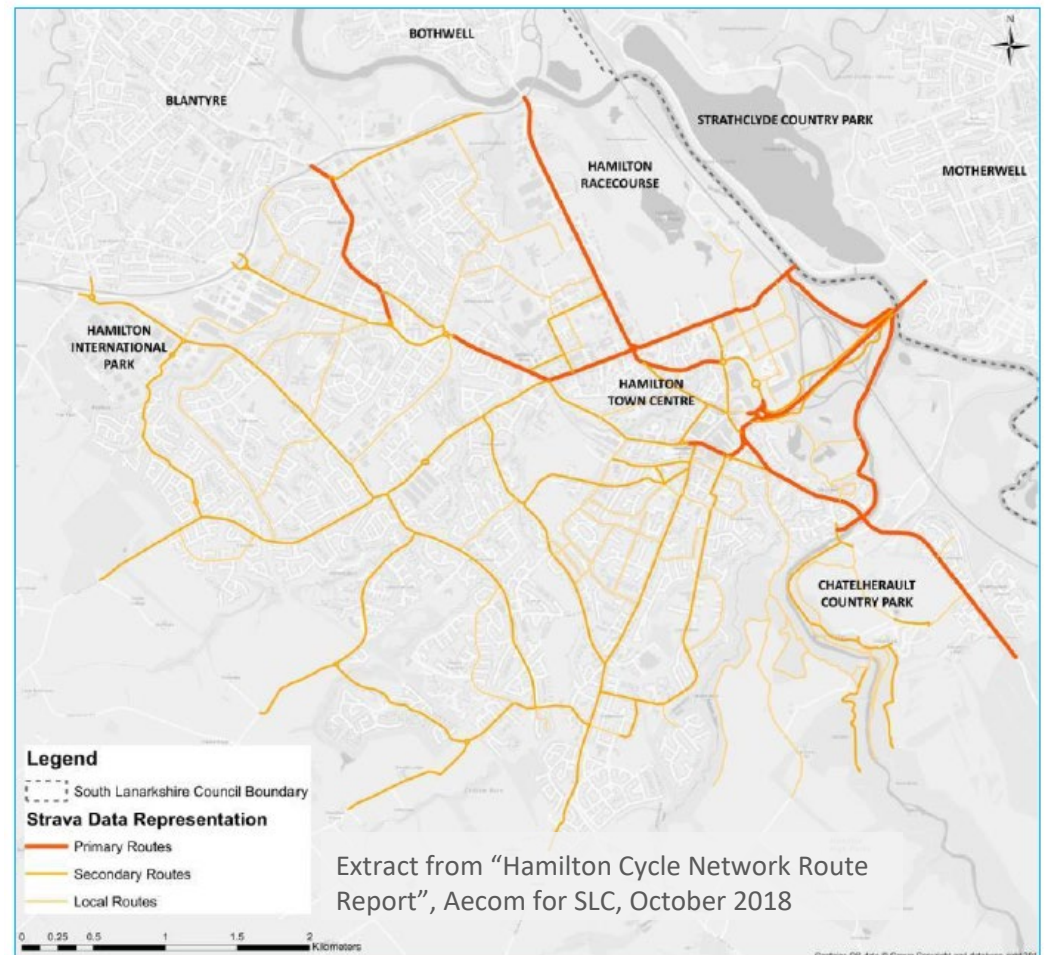
# Current cycle network and use

## Where do people currently cycle?

There is limited data available at the moment to establish which routes current cyclists use in Hamilton. As an alternative, this map from the 2018 Hamilton cycle network study (presented in more detail later), shows tracks recorded by cyclists using the Strava training app over the past two years.

As a fitness app, Strava provides information from a specific subset of people, those currently cycling, regardless, or in spite, of road conditions, mainly for sport purposes, and only along currently available routes. However the app is increasingly used during commutes, and it can provide some insight into preferred routes which more people may choose to use if infrastructure were upgraded.

In Hamilton, it shows a concentration of journeys along very few routes (the “primary routes” shown in red) from Blantyre along the A724 and Almada Street, from Bothwell along Bothwell Road and The Furlongs towards Strathclyde Country Park (the NCR 74 route), to Motherwell along the A723 and towards Chatelherault along the A72 and the NCR 74 path. Most of those are along main roads.



# Current cycle network and use

## Current use

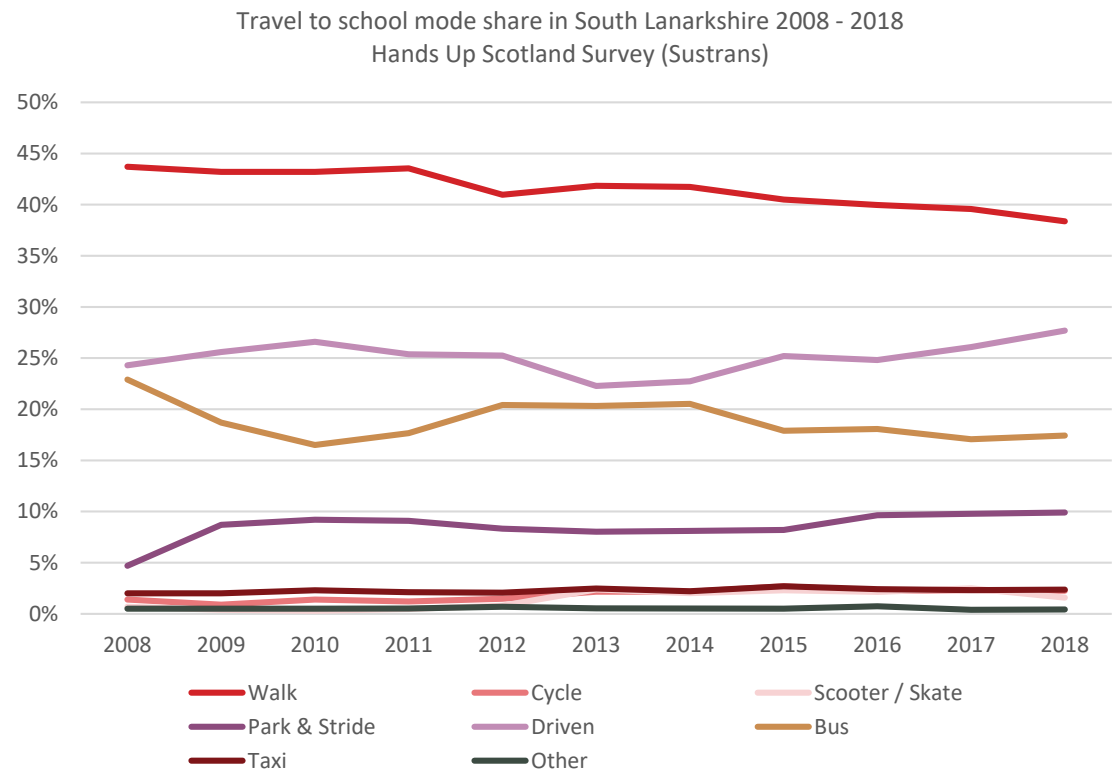
- In South Lanarkshire overall, 56% of journeys made by South Lanarkshire residents used a car/van as the main mode (in terms of distance) either as a driver or passenger, whereas 32% journeys were made by walking, cycling, bus, rail, Subway or tram as the main mode/method of travel according to Census Data 2011.
- Cycling mode share remains very low across most of Scotland with cycling being the main mode of travel for 1.5% in 2017. A small increase was achieved in 2017 compared to 2016 where the percentage was 1.2.
- Across the Council area, the percentage of employees cycling to work “usually” has shown an increase from 0.6% in 2010-2015 to 1.8% in 2018-2019 but again remains very low.
- It should also be noted that the percentage of primary schools delivering level 2 Bikeability training has been increased from 29.7% in 2017 to 38.7% in 2018.
- In addition to walking as a main mode of transport, walking is an essential access mode to public transport (from bus stops to rail stations and transport interchanges), and as the beginning and end of every single journey, including those by car.
- Finally, **31% of households in Hamilton (Locality 2011) did not have access to a car** at the date of the last census in 2011. This is just above the national average (30.5%), and constitutes a significant part of the local population whose journeys also need to be supported.

# Current cycle network and use

## Current use

- In schools, Sustrans' annual Hands Up Scotland survey on travel to school shows a downward trend for active travel, from 46% travelling to school actively (walking, cycling, scooter/skate) in 2008 across South Lanarkshire, to 42% in 2018. In parallel, the percentage of pupils driven to schools increased from 30% on 2008 to 39% in 2018.

The following slide shows key statistics for cycling in South Lanarkshire, extracted from Cycling Scotland's 2019 Annual Cycling Monitoring Report.





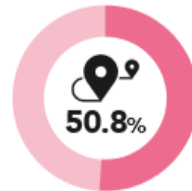
# Current cycle network and use

## South Lanarkshire

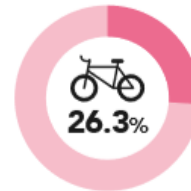


### Headline trends and context

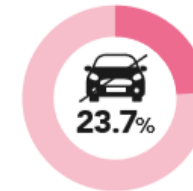
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



### Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0.2% – 3.4%

**9**  
Cycling Friendly Employers  
employing  
**4,903**  
staff

### Schools

Pupils cycling to primary school



2011-16 Avg  
3.2%

**21**  
Cycling Friendly Schools  
reaching  
**7,555**  
pupils

Pupils cycling to secondary school



2011-16 Avg  
0.2%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



### Active travel budget\*

Capital  
**£377,000.00**

Revenue  
**£5,600.00**

2017/18

\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

Source: Annual Cycling Monitoring Report -2019, Cycling Scotland (note most of the data is from 2017)

# Policy framework

The Hamilton Active Travel Network plan will support the delivery of policy and strategy objectives at all levels of government, including policy areas relating to **transport, health, air quality** and **climate change**. Key policy documents at national, regional, and local levels are presented on this and the next two slides.

## National Policy and Strategy

The **Active Travel Framework**, published in February 2020 by Transport Scotland in collaboration with delivery partners and Regional Transport Partnerships is described by Transport Scotland as “bring[ing] together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel.”

In 2013, the Scottish Government published its **Cycling Action Plan for Scotland**. Its vision is that: “By 2020, 10% of everyday journeys taken in Scotland will be by bike.” It was last updated in 2017, maintaining the same vision. It sets out 19 actions to achieve this, under priority headings of: leadership and partnership; infrastructure, integration and road safety; promotion and behavioural change; resourcing; and monitoring and reporting.”

**Let’s Get Scotland Walking: The National Walking Strategy (2014)** set out clear ambitions for increasing the proportion of short journeys completed by walking, including trips to/from school.

The plan is also informed by the objectives set out in the **National Transport Strategy 2 (NTS2)** adopted in February 2020 and the **National Planning Framework 3 (NPF3)**. NPF3 highlights the importance of place, and identifies where the national priorities for investment should take place to support the core aim in the Government’s Economic Strategy for sustainable economic growth. An updated Strategic Transport Project Review is under development, with the “Case for Change” reports published. They summarise transport-related problems and opportunities, including walking and cycling. South Lanarkshire is included in the [“Glasgow City Region”](#) report.



# Policy framework

## Regional Policy and strategy

**Clydeplan Strategic Development Plan 2 (SDP2)**, produced by the Glasgow and the Clyde Valley Strategic Planning Authority, was approved in 2017 and provides the strategic context for development in the wider Glasgow city-region. SDP2 aims to support economic competitiveness and social cohesion, and acknowledging as the need to adopt a sustainable environmental approach.



The **City Region Economic Strategy** aims to promote sustained and inclusive economic growth across the Glasgow City Region. This builds on the projects already identified through the City Deal initiative.



In **A Catalyst for Change (2008)**, Strathclyde Partnership for Transport sets as a strategic priority to “encourage modal shift to sustainable modes” and “promote ‘smarter choices’, travel planning and active travel” (SPT Catalyst for Change, 2008). SPT is currently developing a new regional transport strategy.



# Policy framework

## Local Policy and strategy

**South Lanarkshire Cycling Strategy, 2015-2020 forms part of the Local Transport Strategy 2013-23.** The strategy aims to increase the opportunities for people to live more active lifestyles through the provision of cycling and walking facilities and their promotion. It also aims to improve local air quality by reducing emissions and pollution.

**Park & Ride Strategy, South Lanarkshire Council (2018-2027)** sets out the Council's strategic, rail based Park & Ride objectives. The strategy aims to enable increasing levels of multi modal journeys and in doing so reducing private car mileage.

**Local Transport Strategy 2013-2023, South Lanarkshire** sets out the Council's policies and actions in relation to roads and transportation in the area for the next 10 years. The aim of the strategy is to provide an accessible and integrated transport network.

**Local Housing Strategy 2017-2022 sets out** important housing requirements for the next five years, such as how many new homes are needed and priorities for improving housing quality and energy efficiency, supporting people to live independently and addressing homelessness.

**South Lanarkshire Local Development Plan (2015):** Sets out a framework for pursuing the continued growth and regeneration of South Lanarkshire by seeking sustainable development in an improved urban and rural development. A proposed LDP2 was approved by committee in July 2018 however is not yet formally adopted.

**Promoting growth and prosperity, an Economic Strategy for South Lanarkshire (2013-2023):** The vision for the next 10 years for South Lanarkshire is to have one of the strongest and most dynamic economies in Scotland, where businesses, communities and residents achieve their full potential and prosper.

**Sustainable development and climate change strategy (2017-2022):** The strategy sets out how South Lanarkshire Council aim to achieve sustainable development and tackle climate change, including through enabling and promoting low carbon transport.



# Previous studies

## **East Kilbride Active Travel Network Study, 2018**

An active travel network study was produced for neighbouring East Kilbride 2018, similar to the Hamilton one discussed here. As the first of the series of active travel network studies in South Lanarkshire, it established the methodology and template used for the subsequent studies in Rutherglen and Cambuslang, Lanark, Carluke and this one for Hamilton.

The high level network included the recommendation of a route connecting East Kilbride to Blantyre / Hamilton International Technology Park, to enable modal shift between the two towns.

**Blantyre (UWS Campus) – East Kilbride Active travel route feasibility study, 2020 ongoing:** An Air Quality Management Area exists in the area surrounding Whirlies Roundabout in East Kilbride due to exceedance of the annual mean objective for PM10. As such, funding has been awarded through the Scottish government's air quality action plan grant to encourage a modal shift in the area. From this, South Lanarkshire Council commissioned consultants TP&E to conduct a feasibility study of an active travel facility that connects East Kilbride with the High Blantyre area, especially the Hamilton International Technology park (which includes a UWoS campus).

The main study area extends up to an existing cycle route in the west (which itself connects with East Kilbride Town Centre) and to the centre of the technology park in the east. The study will include recommendation for further study into improving the existing connecting routes into East Kilbride centre and for new routes which connect the technology park with its immediate surrounding urban area.

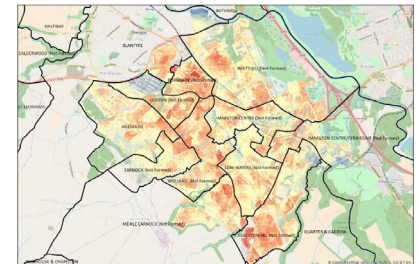
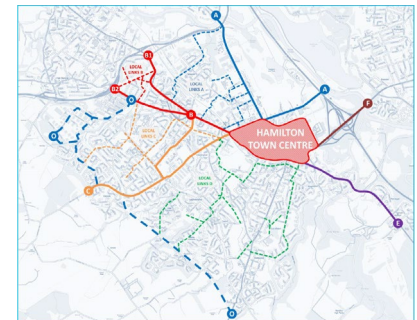
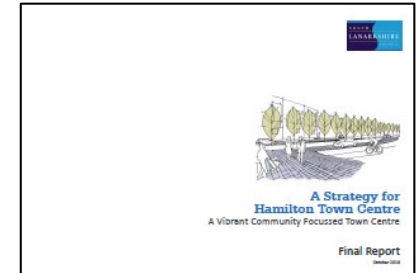
# Previous studies

**A strategy for Hamilton Town Centre (2018):** The strategy and action plan project schedules include a combination of short-term and long-term actions that combine elements of visions with practicality. The aim of this strategy is to provide the environment and place quality that supports Hamilton Town Centre and which can enable all town centre stakeholders to add value to their offer and the customer experience, supporting Hamilton's appeal as a centre for retail, leisure and services. South Lanarkshire working with the Hamilton Business Improvement District and town centres partners are seeking to support change that can promote additional vibrancy and vitality within town centre and support its sustainable future working with business, community and residents interests to implement the Strategy.

**Hamilton Cycle Network Route, 2018:** South Lanarkshire Council commissioned a Cycle Network Route review for the town of Hamilton. The purpose of the study was to present a number of route options which, if implemented, would establish a cycle friendly network with the town. It is envisaged that the routes should be suitable for cyclists of all abilities. The outputs from the study was recommended route alignments and outline cost estimates. The present Hamilton Active Travel Network Plan builds on and expand the routes proposed in the 2018 study.

**Analysis of South Lanarkshire with the Cycling Potential Tool:** In 2018, Cycling Scotland investigate the cycling potential of six settlements across South Lanarkshire including Hamilton, using the Cycling Potential Tool (CPT) they developed. The CPT provides an evidence base to inform decision-making about which areas throughout Scotland may gain the largest impact from investment in cycling at a local level. This first report solely focused on the Base Environment analysis, looking at the following factors: slope/hilliness, road speed, physical barriers, access to services, current cycle mode share, average distance travelled to school and work, and population density.

Findings for Hamilton and the implications for the future network are presented over the next few slides.



# Previous studies - Cycling Potential Model

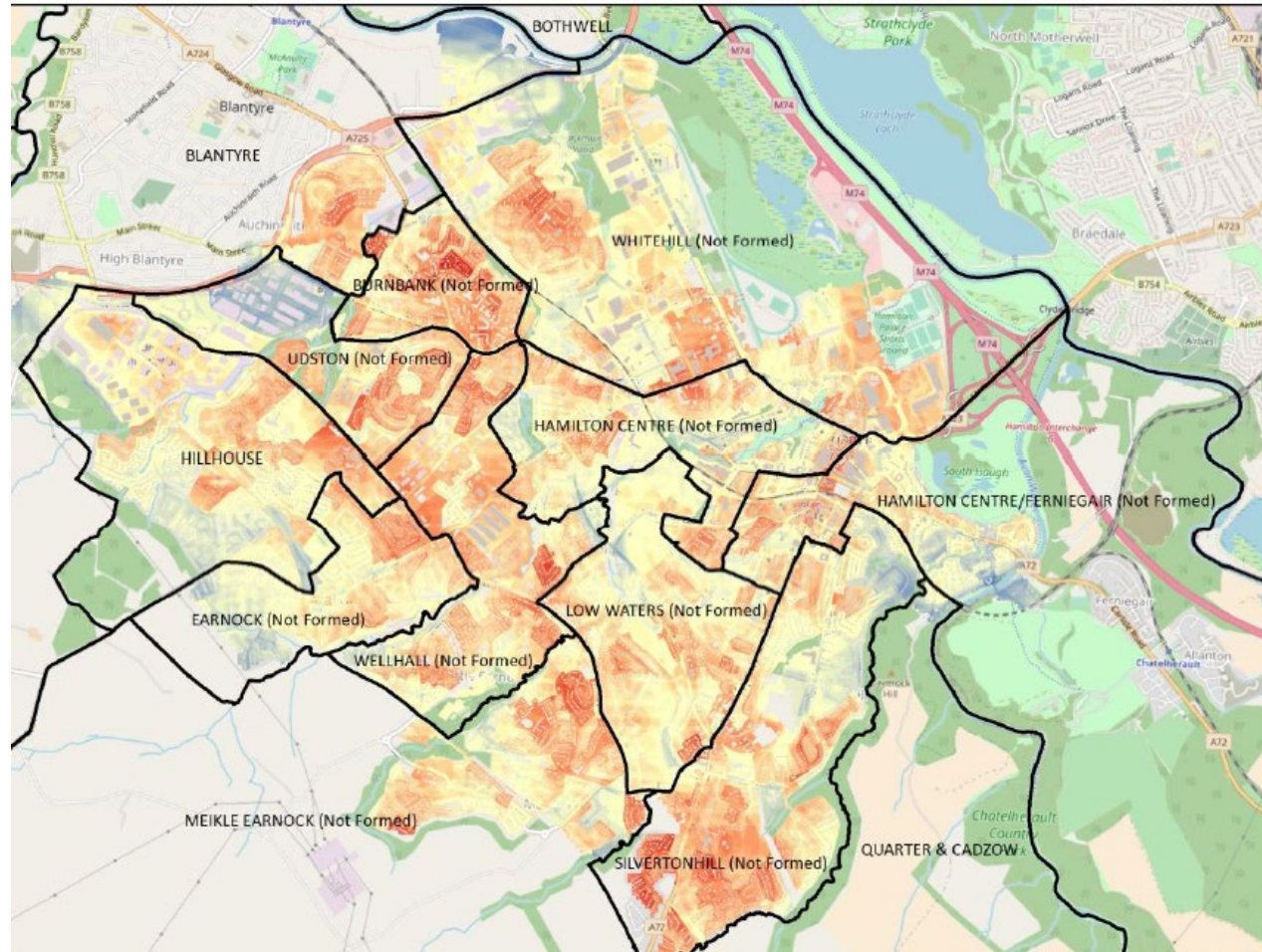
## Cycling Potential Tool

This map shows the result of the Cycling Potential Tool (CPT) applied to Hamilton, undertaken by Cycling Scotland for South Lanarkshire Council in 2018.

The model considers the environmental conditions in the area to suggest the areas with the highest potential for cycling demand. The results are based on the following datasets:

- Slope/hilliness
- Road speed
- Physical barriers
- Access to services
- Existing cycling mode share
- Average distance travelled to school
- Average distance travelled to work
- Population density

Areas which are marked red represent higher levels of cycling potential while areas marked blue represent lower levels of cycling potential within the area of interest.



Extract from "Analysis of South Lanarkshire with the Cycling Potential Tool-Areas of Interest and Base Environment", June 2018

# Previous studies - Cycling Potential Model

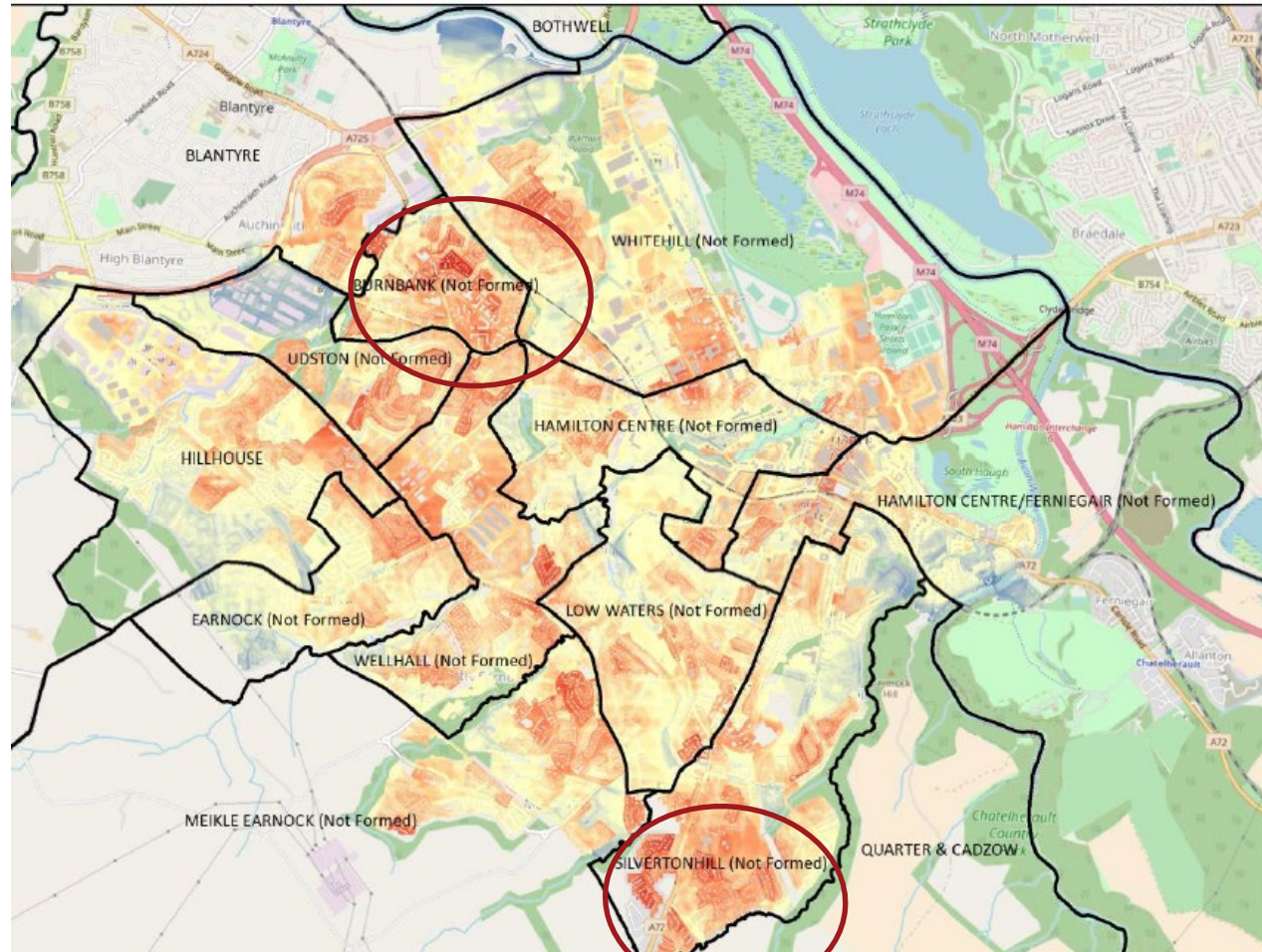
The report concludes that “the main Hamilton scores averagely across most of the criteria that is examined in this part of the CPT which has led to there being few areas of low potential.”

It also says “Wide array of services are located throughout the settlement, leading to almost all of Hamilton being within a reasonable distance of a service.”

Topography does not seem to significantly affect the potential of the areas on higher ground, to the west and south.

It does suggest areas of slightly higher potential around Burnbank and Silvertonhill.

At this stage, the CPT analysis does not look at the influence of the existing cycle network or the impact of building or upgrading cycling infrastructure, and removing physical barriers on the potential for cycling. This is particularly relevant where lower scores are related to physical barriers or high road speeds, which could be overcome with the development of a good quality cycle network, whilst hilliness or lack of nearby services would not.



Extract from “Analysis of South Lanarkshire with the Cycling Potential Tool-Areas of Interest and Base Environment”, June 2018



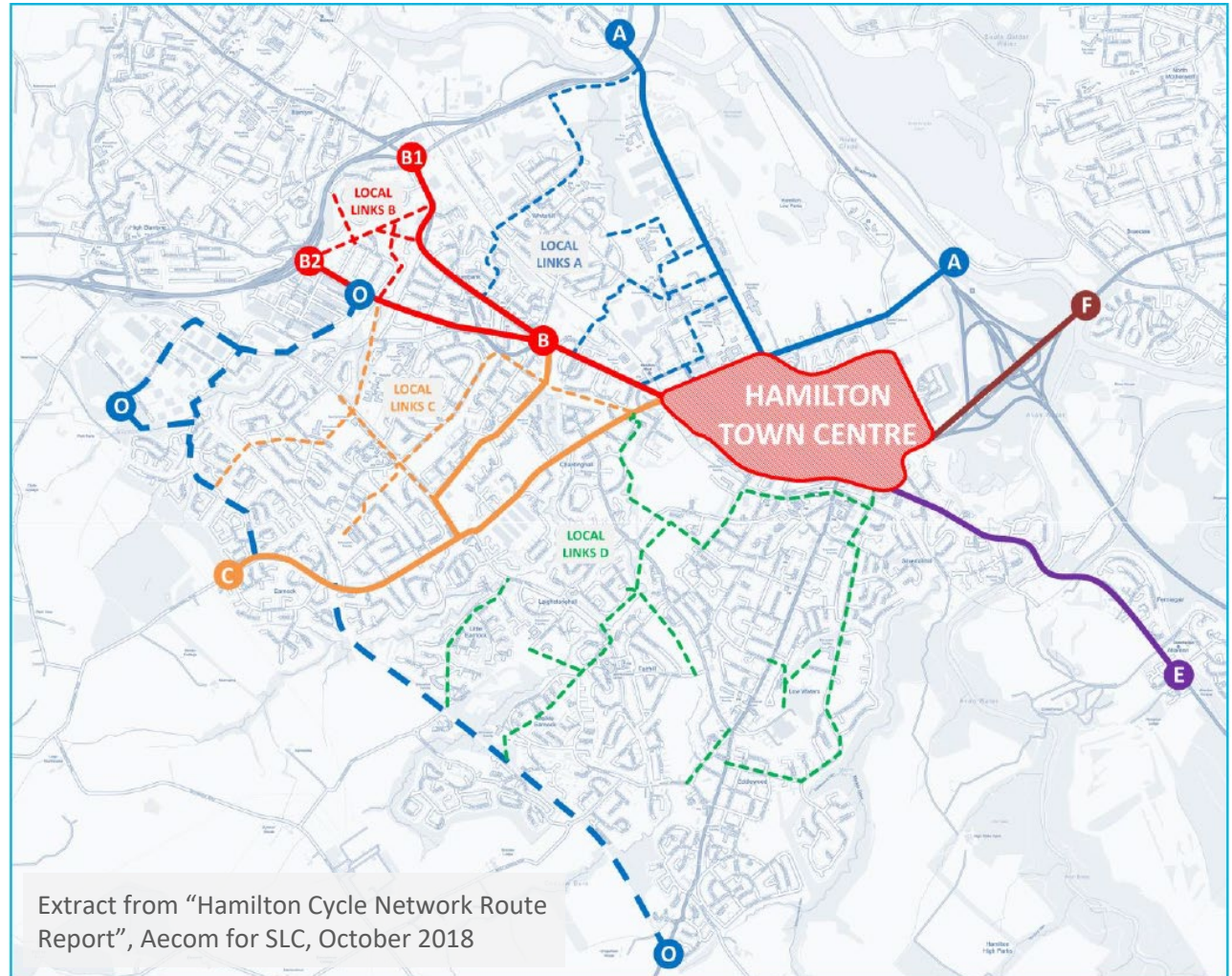
# Previous studies – Cycle Network 2018 study

## Hamilton Cycle Network Route, 2018

South Lanarkshire Council commissioned Aecom to undertake a Cycle Network Route review for the town of Hamilton. The purpose of the study was to present a number of route options which, if implemented, would establish a cycle friendly network in the town, accessible and attractive to all abilities.

The outputs from the study was recommended route alignments and outline cost estimates. The Active Travel Network Plan we are developing will build on and expand the route proposed in this 2018 study.

The 2020 study builds on this work, reviewing and integrating those routes to the proposed network, expanded to the entire town.





### 3. Initial Engagement

# Engagement activities

This section presents the findings from the first phase of engagement with stakeholders and the wider public which took place in March and April 2020. A second phase of engagement is planned in September 2020 to discuss the proposals included in this report.

The aim of this first phase was to gather views on the physical barriers to active travel, information on relevant on-going projects and activities, and ideas on local assets and opportunity to improve the network.

The engagement programme included:

- an **online questionnaire survey**, to collate information on people's travel habits and gather ideas;
- an **online map** for location-based comments and ideas (Placecheck); and
- a **workshop** organised for key stakeholders focusing on the following questions:
  - What do you think are the key barriers to cycling, walking, wheeling in Hamilton?
  - What assets could we build upon to make the town more walkable/cycling/accessible?
  - Are there any planned changes or interventions your organisation is involved in/knows about to take into account?
  - What ideas do you have for specific improvements in the town which would make the most difference to walking, cycling, or wheeling?

Engagement activities took place in spite of the public health situation developing, however the workshop planned in mid-March 2020 had to be replaced by online contributions, and despite an extension to respond to the survey samples are relatively small. Nonetheless, information and ideas gathered were very useful to develop the network and proposed priorities.

Findings from each activity are summarised in the remainder of this section.

# Online questionnaire survey

The survey results provide useful information, however **with 117 respondents, this is a relatively small sample and care should be taken when drawing any conclusion.**

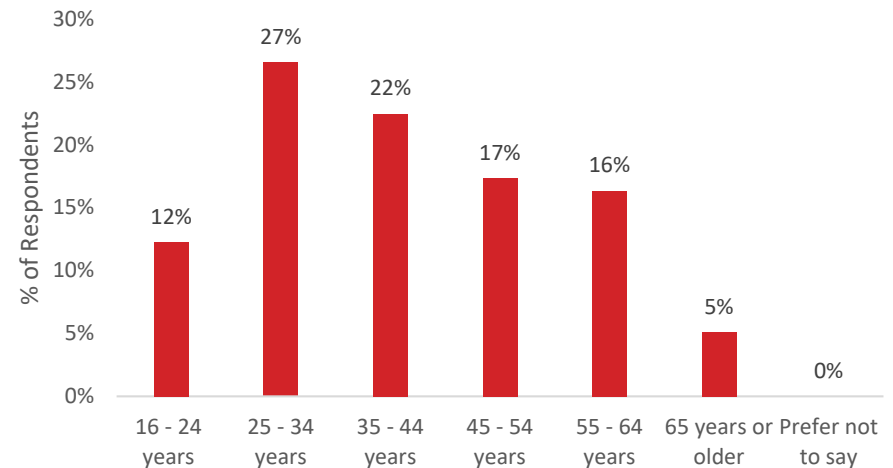
Whereas in all other towns in South Lanarkshire (East Kilbride, Rutherglen and Cambuslang, Carluke and Lanark) where the survey was rolled out, the results were broadly consistent between towns, survey results in Hamilton do stand out. The main differences are highlighted throughout. In this light, and given the small sample and “snapshot” nature of the survey, the data is difficult to interpret; more research is needed to fully understand views held.

Detailed results of the survey are available in appendix B.

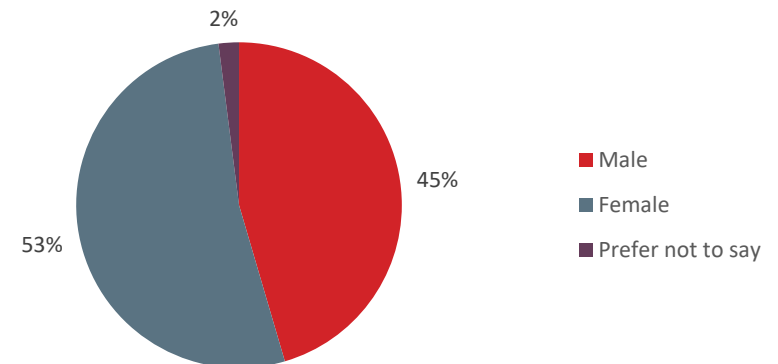
## Respondents profile

- 67% of respondents have ML3 0, ML3 6, ML3 7, ML3 8 and ML3 9 home postcodes, travelling to destinations in the Hamilton area.
- 53% of respondents are women. This provides information from a traditionally underrepresented group in cycling, and in transport planning while typically undertaking a disproportionate share of short, local journeys (school run, shopping, caring, etc.).

### Age Group



### Respondent Gender



# Online questionnaire survey

## Where do respondents travel in Hamilton?

Top destinations were as expected as follows:

- Hamilton Town Centre
- Supermarket
- Train Station (unspecified)
- Hamilton West

## How do respondents travel to their destinations?

Top 4 transport modes to their destination:

- Car as lone driver (71% of responses)
- Car as driver with passenger(s) (14%)
- Cycling (7%)
- Walking (4%)

## For what purposes?

Top 3 reasons for traveling to all destinations quoted:

- Shopping/personal business (cited by 105 respondents of the sample)
- Commute to work (cited by 76 of the sample)
- Leisure purpose (cited by 69 respondents of the sample)

### **Key point:**

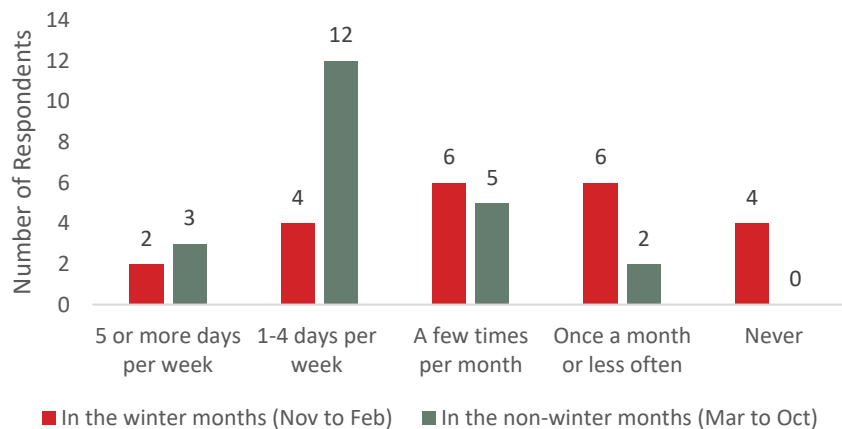
***Even though Hamilton is an important destinations for commuters, commute to work is only the second main purpose for travelling to top destinations in the town. It suggests that we should not neglect local retail and personal business trips, and the importance of access to the town centre retail and services core.***

# Online questionnaire survey

## Cycling frequency?

- 89 respondents (76%) had no access to a bike
- Of those who have a bike, 79% of people had cycled over the past year

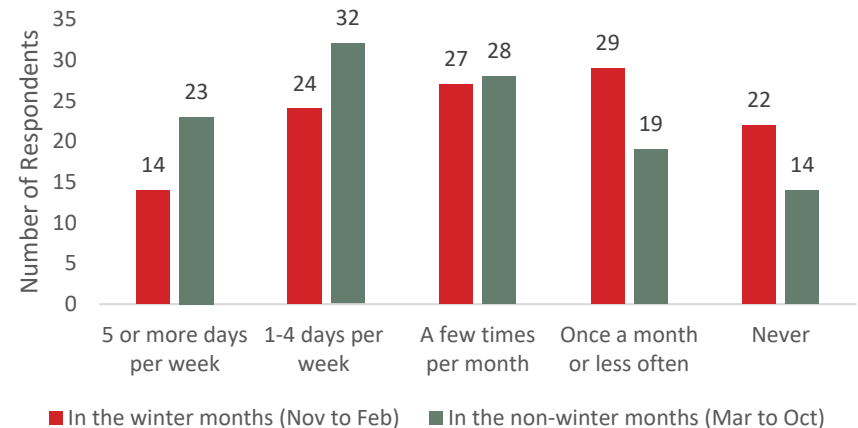
Cycling seasonal pattern



## And when do people walk?

- Overall, there is not a large difference between winter and non-winter statistics, showing more people walking in the winter for those who do not walk very often.

Walking seasonal pattern



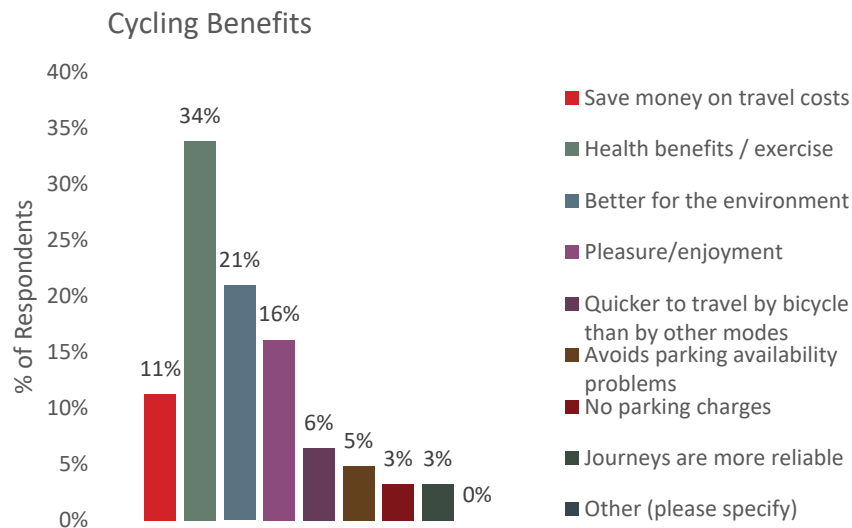
**Key points:** The percentage of respondent without a bike (76%) is high compared to results in other towns (49% in Carluke, 38% Lanark, 28% in Rutherglen and Cambuslang, and 37% in East Kilbride) when considered with the responses to other questions, it suggests a different profile of respondents. Also very few people (those 24% with access to a bike) will have responded to some of the questions, making it even more difficult to interpret the results of the survey.

Regarding walking, people walk almost as much in the winter months as in the summer months, emphasising the importance of winter maintenance of footways and paths.

# Online questionnaire survey

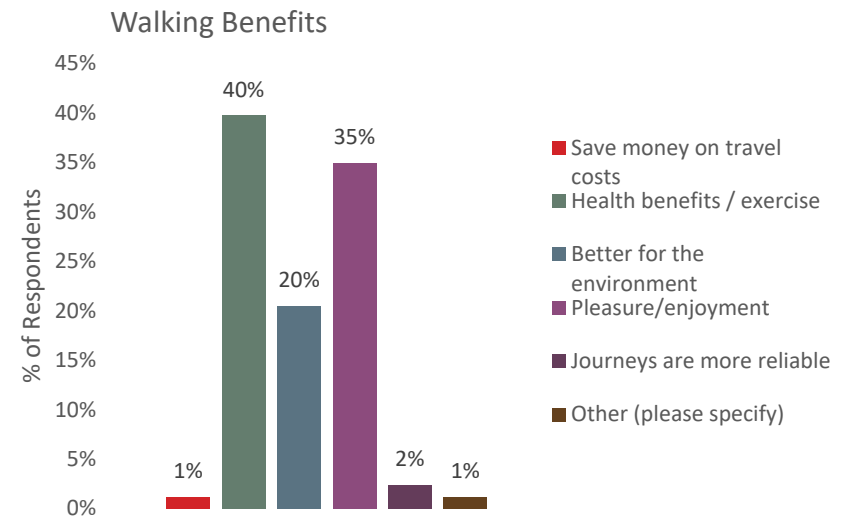
## What are the benefits of cycling?

Each respondent could select up to three answers



## What are the benefits of walking?

Each respondent could select up to three answers

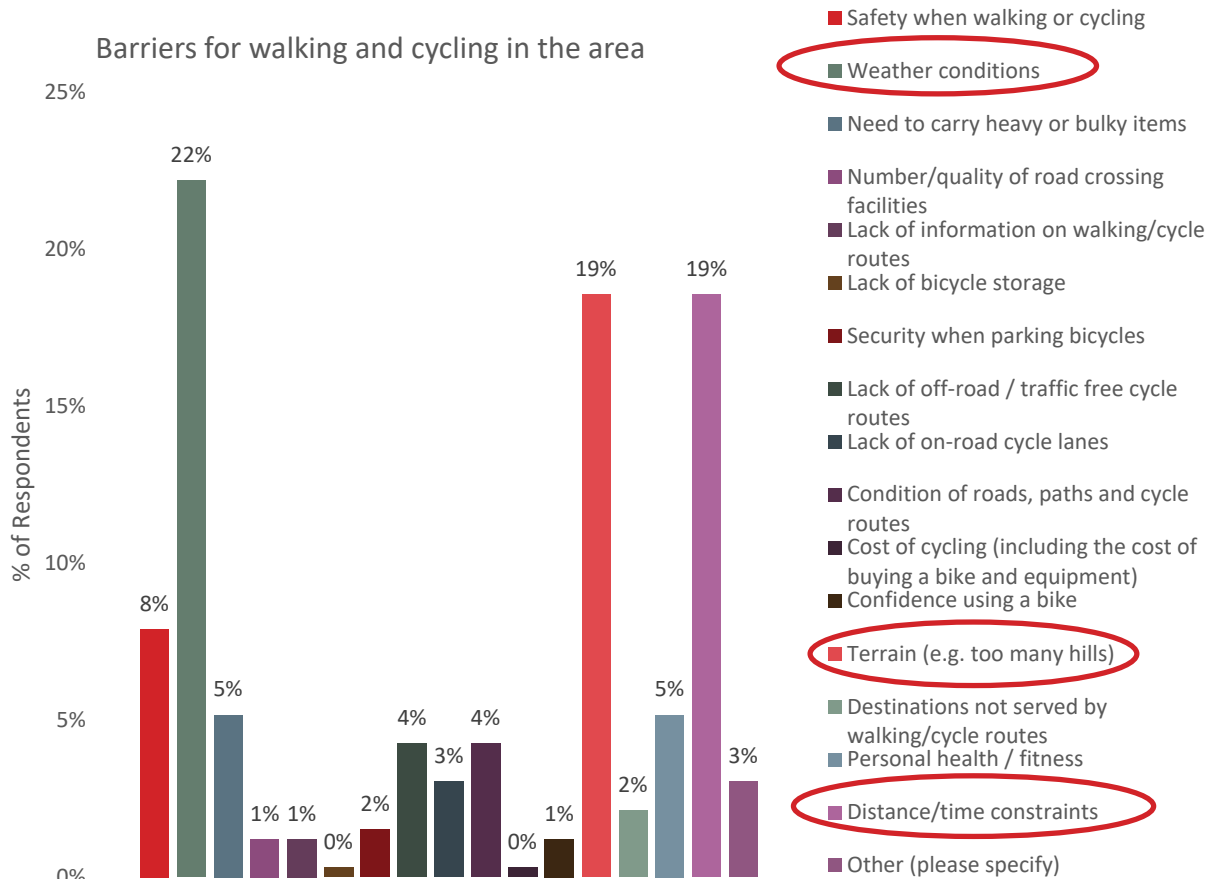


**Key point:** As in other towns, the main benefits stated for both walking and cycling are health, the environment and pleasure. Those are important benefits and should remain important considerations when delivering an active travel network. To broaden the appeal of active travel to the wider population, and significantly increase walking and cycling transport mode share, a core aim of improving walking and cycling conditions in Hamilton will be to add “it is convenient/reliable” or “it is the quickest way” as top benefits of cycling or walking.

# Online questionnaire survey

## What are the main barriers to walking and cycling?

Each respondent could select up to three answers



**Key point:** The top barrier cited by respondents is the weather conditions, followed closely by terrain and distance/time constraints;

The Hamilton survey is again an outlier on this question. In the other four towns which have been studied, the top barriers were consistently "safety when walking/cycling", "lack of off-road / traffic free routes" and "condition of roads, paths and cycle routes".

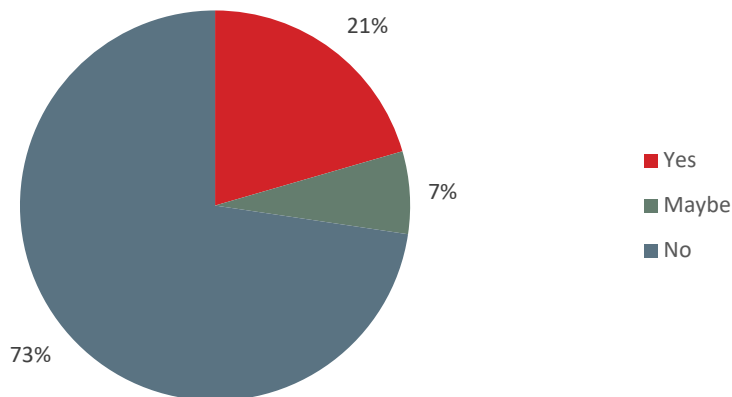
This may be because a larger percentage of respondents in Hamilton are non-cyclists (see previous question) and not interested in cycling (see next question).



# Online questionnaire survey

## Would respondents like to cycle more/take up cycling?

Respondents interested in cycling



## What would convince respondents to cycle more often?

Each respondent could select up to three answers

Asked only to those who answered "yes" or "maybe" to the previous question (32 respondents)

### Top 3 responses:

- More dedicated off-road/traffic-free cycle routes (mentioned by all but two respondents)
- More on-road cycle lanes (mentioned by 63% of respondents)
- More bicycle parking facilities (25% of respondents)
- Reduce the number or speed of cars (25% of respondents)

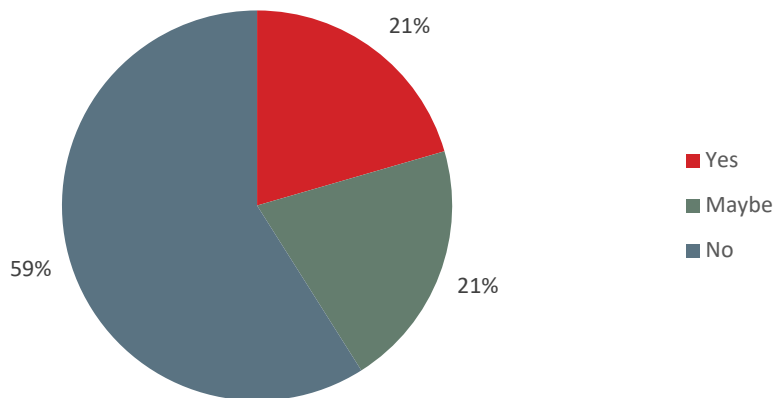
**Key point:** Another question where Hamilton is an outlier amongst the five towns where this survey was rolled out. In all other towns, only between 24% and 32% of respondents were not interested in cycling, compared to 73% in Hamilton. Of those who provided a reason for not being interested in cycling (more) in Hamilton, almost half (27 out of 57) mentioned having a car or preferring driving.

28% of people would consider cycling more or taking up cycling, almost all of whom (94%) want more dedicated off-road / traffic free infrastructure to convince them.

# Online questionnaire survey

## Would respondents like to walk more?

Respondents interested in walking



## What would convince them to walk more?

Each respondent could select up to three answers

Asked only to those who answered "yes" or "maybe" to the previous question (48 respondents)

### Top 3 responses:

- Better lighting of roads/walking routes (mentioned by 55% of respondents)
- Better pedestrian crossing facilities (50% of respondents)
- Better information on walking routes (42% of respondents)

**Key point:** As for cycling, respondents in Hamilton are significantly less interested in walking more than those in the other five South Lanarkshire towns. 59% of the Hamilton sample are not interested in walking more, compared to between 9% and 17% not interested in the other towns.

42% of people would like or would consider walking more, with better lighting the most quoted element to improve to convince them, followed by better pedestrian crossing facilities and information on routes.

# Online questionnaire survey

## Additional comments

Respondents contributed 50 free text comments about walking and cycling in the area. They cover the following topics (in no particular order):

- Location-specific issue with **infrastructure maintenance** at/leading to Strathclyde Park (2 people)
- General observation on the lack of **infrastructure maintenance and drainage** around Hamilton (4 people)
- General observation on the **inadequacy and unattractiveness of the walking and cycling infrastructure** (8 people)
- General observation on **the terrain being too steep** in Hamilton (2 people)
- General observation on a **resistance to improving cycling infrastructure in Hamilton** (5 people)
- Pedestrian crossings, either **lack of pedestrian crossing, not enough green time** (3 people)
- Cycling in Hamilton **is dangerous** (volume and speed of motorised traffic, close pass, etc.) (8 people)
- **Lack of signage and information** on walking and cycling route (7 people)
- Traffic are contributing to **poor air quality** in Hamilton (2 people)
- **Need to integrate cycling routes** in the town centre (2 people)
- **Need to separate walking, cycling, and motorised traffics** (for the benefits of walking, cycling and/or driving) (2 people)
- **Littering** is an issue in the streets (3 people)

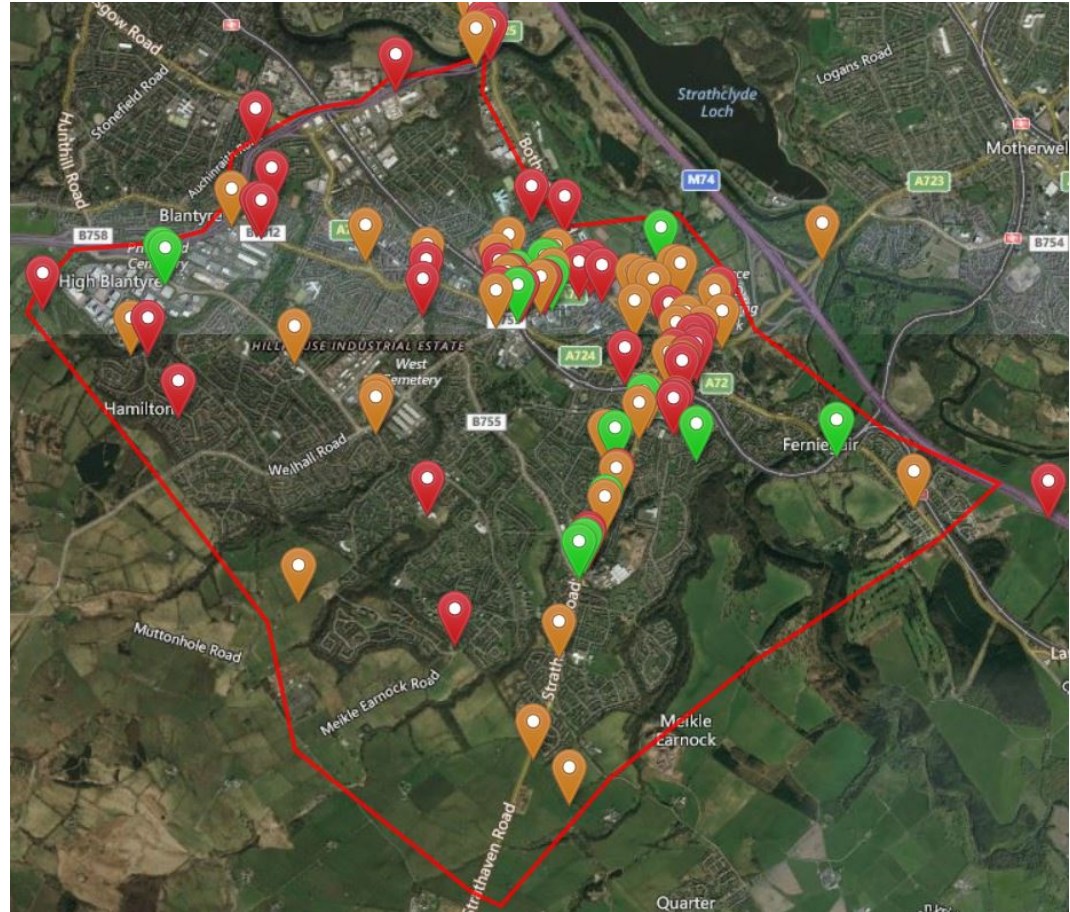
# Placecheck online map

## Placecheck online map

97 unique comments were provided from 14 contributors. However, a number of those contributions were explicit responses to other comments (to contradict them) or the location and nature of the comments suggested they were left in response to previous comments.

The comments are concentrated around the town centre's main roads and along the A723 towards Strathaven.

The types of comments were too varied to summarise here, but were used to identify issues, opportunities, and suggestion of suitable routes for the proposed network. The full list of comments and locations is available in Appendix B.



# Stakeholders contribution

A workshop was planned to take place on 18<sup>th</sup> March 2020, to gather the views and ideas of stakeholders. Discussions during the workshop were anticipated to help us understand what are the physical barriers to walking cycling and wheeling more, what assets and opportunities we could build on, and gather ideas and relevant ongoing projects.

The workshop had to be cancelled as the COVID-19 pandemic progressed and was replaced with email contributions, supported by a document outlining the work undertaken to date sent to all stakeholders. Detailed contributions received are included in **Appendix B**.

## The key points we took away are:

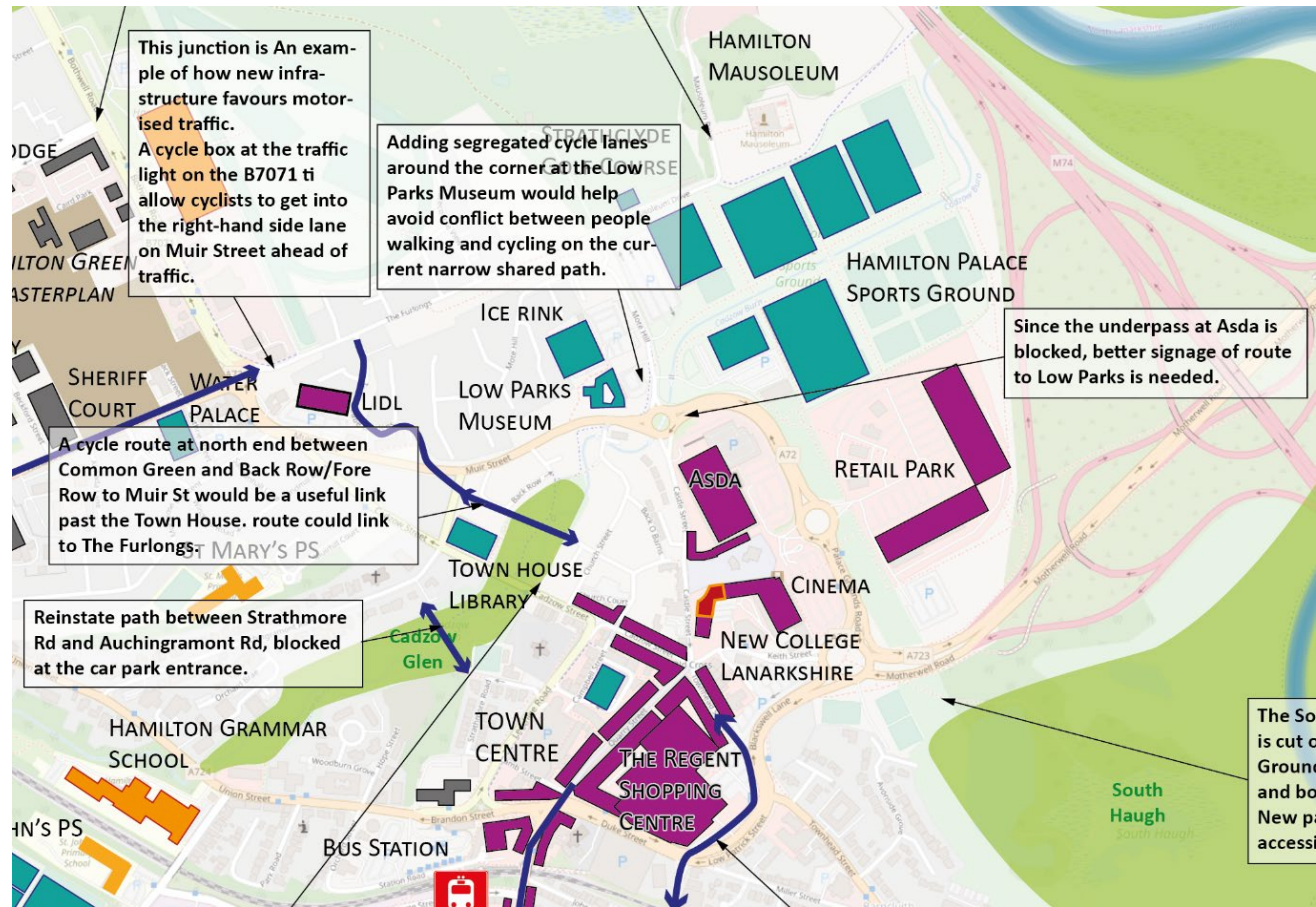
- The town centre road system is a major barrier to both walking and cycling.
- Topography is a significant constraint in Hamilton
- There are a lot of existing paths / cut-throughs which could be widened and upgraded at limited expenses.
- Safe segregated off or on-road routes should be a priority to key destinations, where people want to go.
- Leisure routes are reasonably catered for to Chatelherault and Strathclyde country parks, and along the river.
- Important to focus on transport hubs, in Hamilton build on the benefit of bus and rail station co-located in Hamilton West and good PT service. Also an opportunity to create an

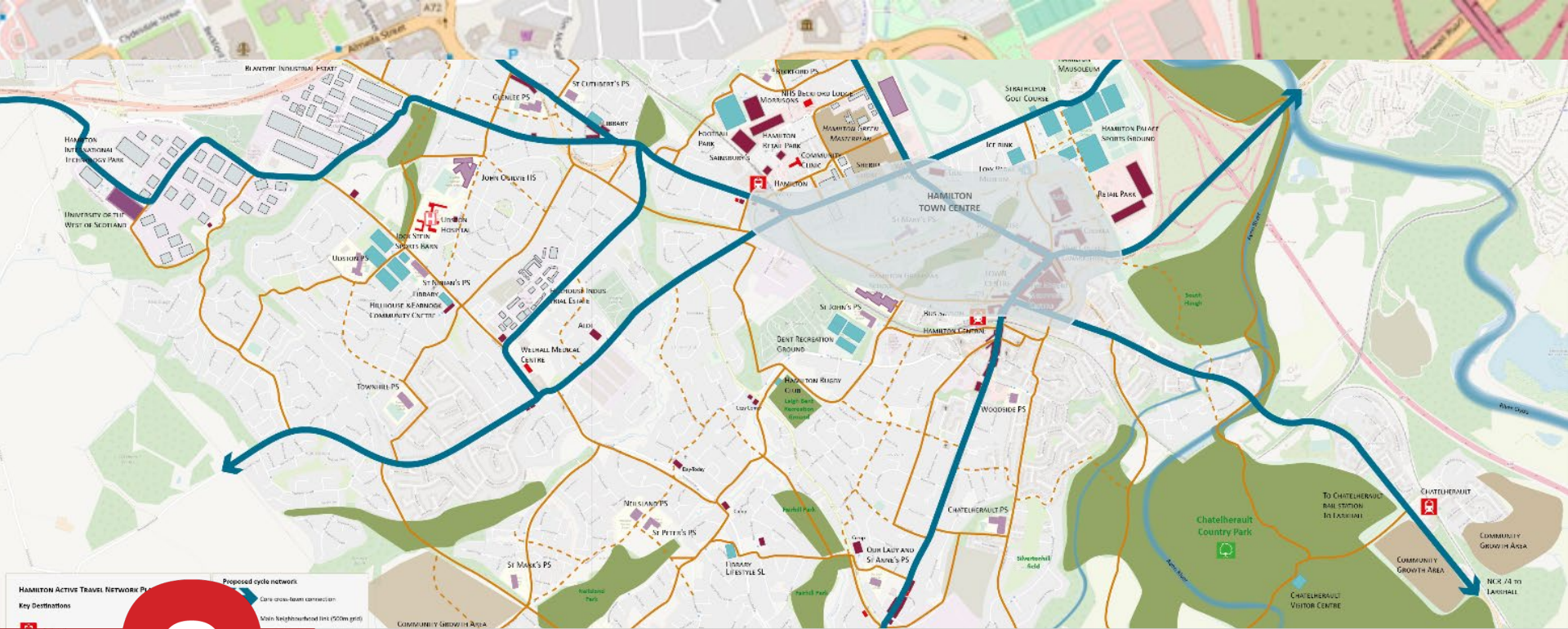
active travel hub at Hamilton Interchange.

- Design of new developments should build in walking and cycling access, and sustainable transport in general. This is particularly relevant for Hamilton CGA and Hamilton Green Masterplan.
- Current infrastructure in Hamilton is not adapted to commuting/everyday journeys, it should be direct and convenient to attract daily users.
- Ensure infrastructure is accessible to as wide a range of abilities and disabilities as is possible.
- The increase in walking and cycling observed over the past few weeks associated with the COVID-19 lockdown was raised as indication of latent or increasing demand.
- Specific routes suggestions were:
  - Good quality active travel routes to the UWS campus, especially to rail/bus station
  - direct route to East Kilbride
  - Link(s) between NCR74 and the town centre
  - Upgrade the disused railway path between wellhall road and Strathaven Road for all use, with links to neighbourhoods, and on towards Chatelherault CP.
  - Bothwell Road infrastructure (NCR 74) needs to be upgraded to be attractive for every day use.

# Stakeholders contribution

This figure shows some of the location-specific comments made by stakeholders in Hamilton town centre. It is an extract of a wider map showing all comments across the whole town which is available in **Appendix B**.





## 4. Proposed network and early priorities

# Principles of the proposed network

Resulting from the previous work, data review and engagement described up to this point, a complete network of walking and cycling routes was developed. **It demonstrates what a coherent, direct and attractive active travel network in Hamilton would look like.** It is composed of some existing paths to be upgraded, but most are new connections to be developed.

The aim was to develop a plan and identify opportunities which:

- address the concerns raised, enabling walking and cycling as a convenient choice for functional trips and leisure;
- Support local businesses and economy
- are aligned with best practice in designing people-friendly streets and spaces;
- are in line with policy objectives at all levels of government, and
- are likely to attract funding and/or takes advantage of planned changes.

The focus has been on developing a cycle network for Hamilton as there are few formal cycle route in the town, however it will also serve to connect up sections of footpaths to create an extended walking network and a large number of

the issues and barriers, as well as cycling infrastructure design principles (presented on the next page), are applicable to both cycling and walking. The needs of those walking and wheeling is to be considered as an integral part of any cycling project, and indeed of any transport project.

A few additional points:

- At this early stage of development, the proposed routes are indicative connections, not proposed alignments.
- When a connection is taken forward, different alignment options will be assessed against feasibility criteria and cycle network design principles (including cohesion, directness, comfort, etc.), the most suitable alignment will be taken to the next design stage.
- When the design for a route is considered, connections to it and across it will considered in addition to the route itself.
- Stakeholder and public consultation will also take place at every stage of the development process.
- In Hamilton Town Centre, routes have been identified to create a complete cycle network for the town, however, it is recommended that a multimodal review of transport provision is undertaken to understand urban mobility needs, aspirations and potential for change there.



# Principles of the proposed network

Design principles for a good cycle network mirror issues raised during the consultation. They have been developed for and are typically applied to cycle networks, but also fully apply to pedestrian infrastructure. They are:

## Cohesion

- Interconnections between routes (250-500m density)
- Interconnections between modes
- Connections to the wider network (regional and national)

## Directness

- Time (delays, stop & start)
- Distance

## Safety

- Road safety
- Personal safety
- Health

## Comfort

- Easy to navigate/wayfinding
- No/limited nuisance (air and noise pollution)
- Reasonable gradient
- Smooth surface

## Attractiveness

- Varied, busy environment
- Personal safety

**Cohesion** and **Directness** are the two principles most relevant at the early stage of developing an overall network. The other three principles would be key criteria later in the process, at feasibility and detail design stages.

Cutting across those principles, additional elements should be included, and prominent, in any design brief:

- **Adaptability/future proofing** to take into account potential growth in walking and cycling and expansion of the network; and
- **Accessibility**, to consider and cater for the needs of all types of users, including those with a range of disabilities.

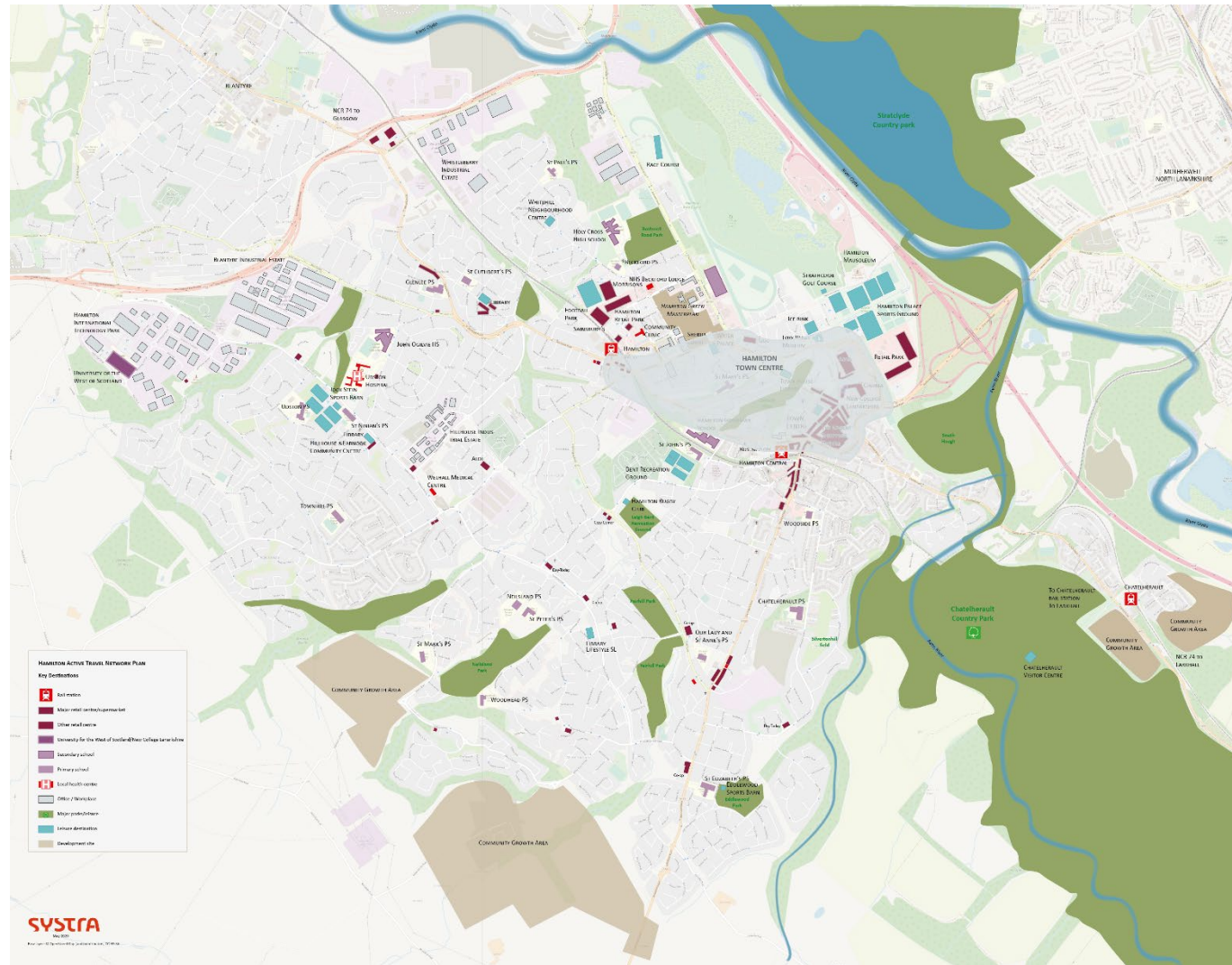
# Proposed cycle network

## Building the network

Applying those principles in the local context of Hamilton presented in the earlier chapters, a hierarchy of routes have been identified at a high level, connecting all destinations and neighbourhoods in a coherent network. The route hierarchy consists of:

- **Core radial routes** leading to major destinations
- **Main routes** creating a 500m network density
- **Local links** extending the network in neighbourhoods

Each of these is presented on the next slides.



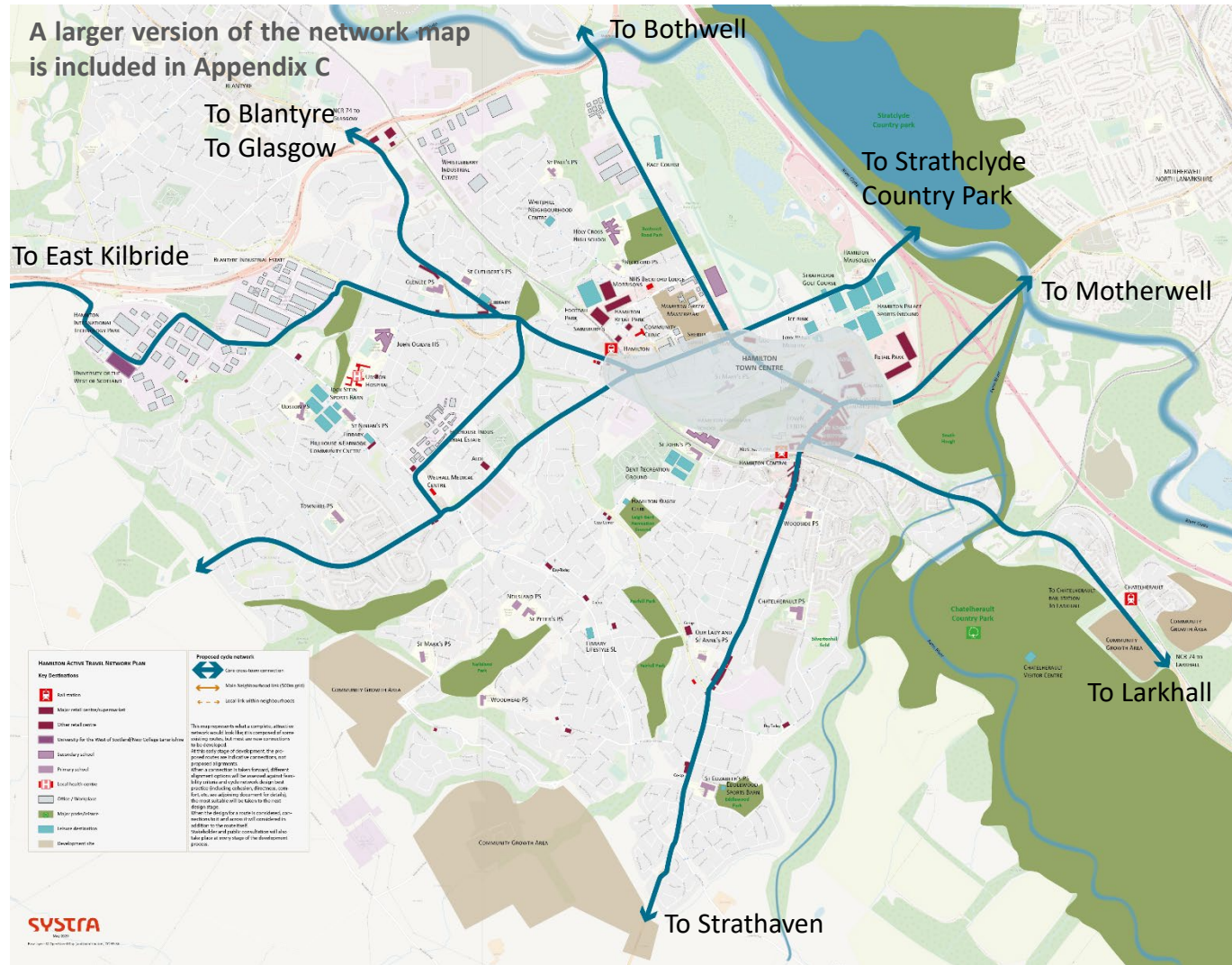
# Proposed cycle network

## Core radial routes

These routes connect major destinations or cluster of destinations mostly along direct main transport corridors. They also connect to nearby towns and the National Cycle Network.

The 2018 study identified a number of core routes. After review, those have been adopted with the following changes:

- The route from the town centre to the UWS campus and beyond to East Kilbride becomes a core route.
- Core routes are connected through the town centre to reach all major destinations there and enable through journeys.
- A core route from the south-west is added along the A723 corridor. Although it is likely to be a challenging route to deliver to good standards, no suitable (direct and legible) alternative was identified at this stage.



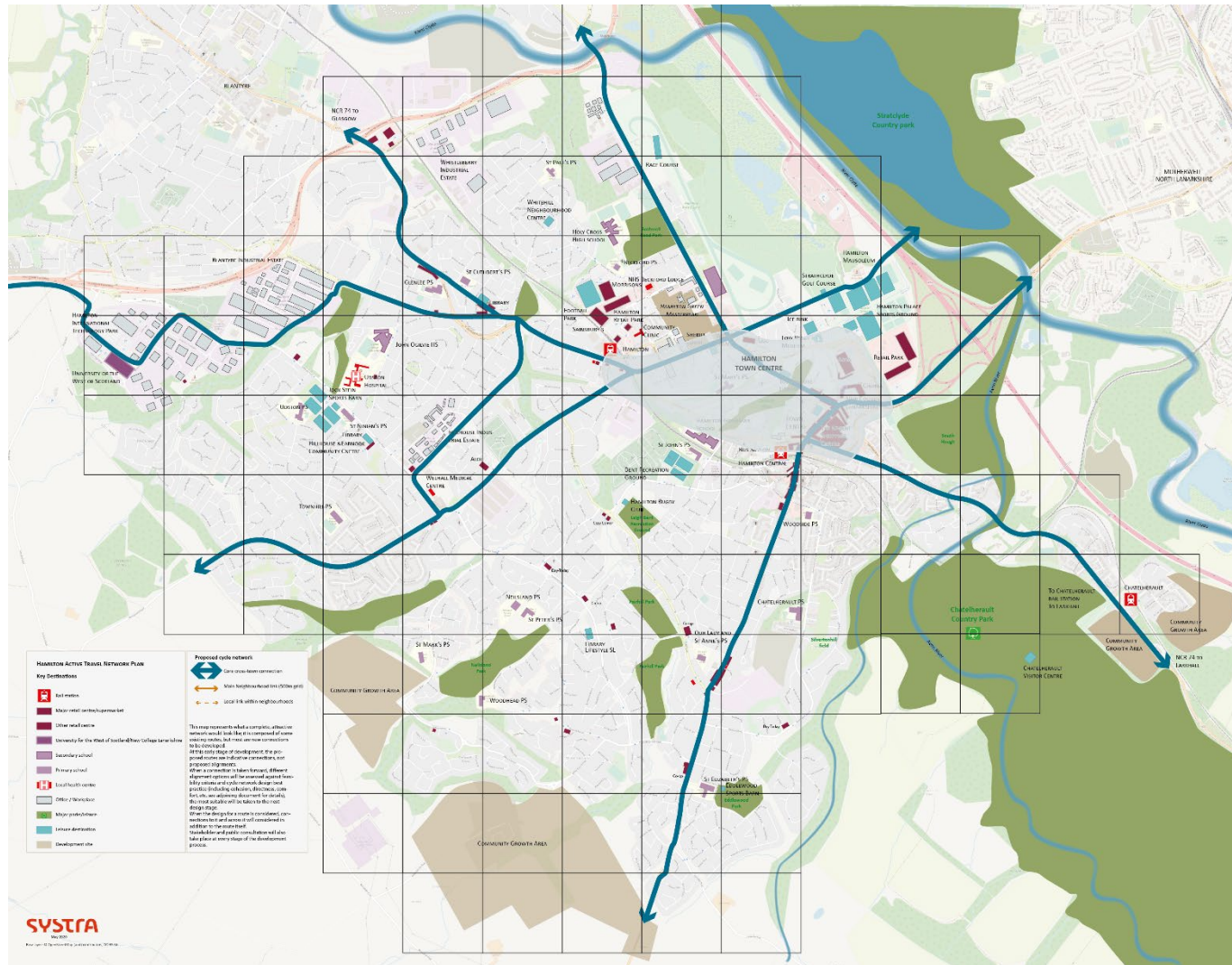
# Proposed cycle network

## Main routes for a 500m network density

Recommended distance between parallel cycle routes forming an urban network (its “density”) varies between 250 and 500m. Using 500m density, that means nowhere, and no one, is more than 250m away from a cycle route (either a designated infrastructure or a very quiet signposted road).

It is a helpful reference to build a network, particularly in larger areas like Hamilton where destinations are spread across the town.

However it is rather arbitrary and should be seen only as a guide. Significant departure from the 500m grid will be due to land use, the permeability of a neighbourhood, topography, gradient, or barriers such as railways or rivers. The grid will have a higher density (Parallel routes closer to each other) where there is a higher concentration of destinations.



# Proposed cycle network

## Main routes for a 500m network density

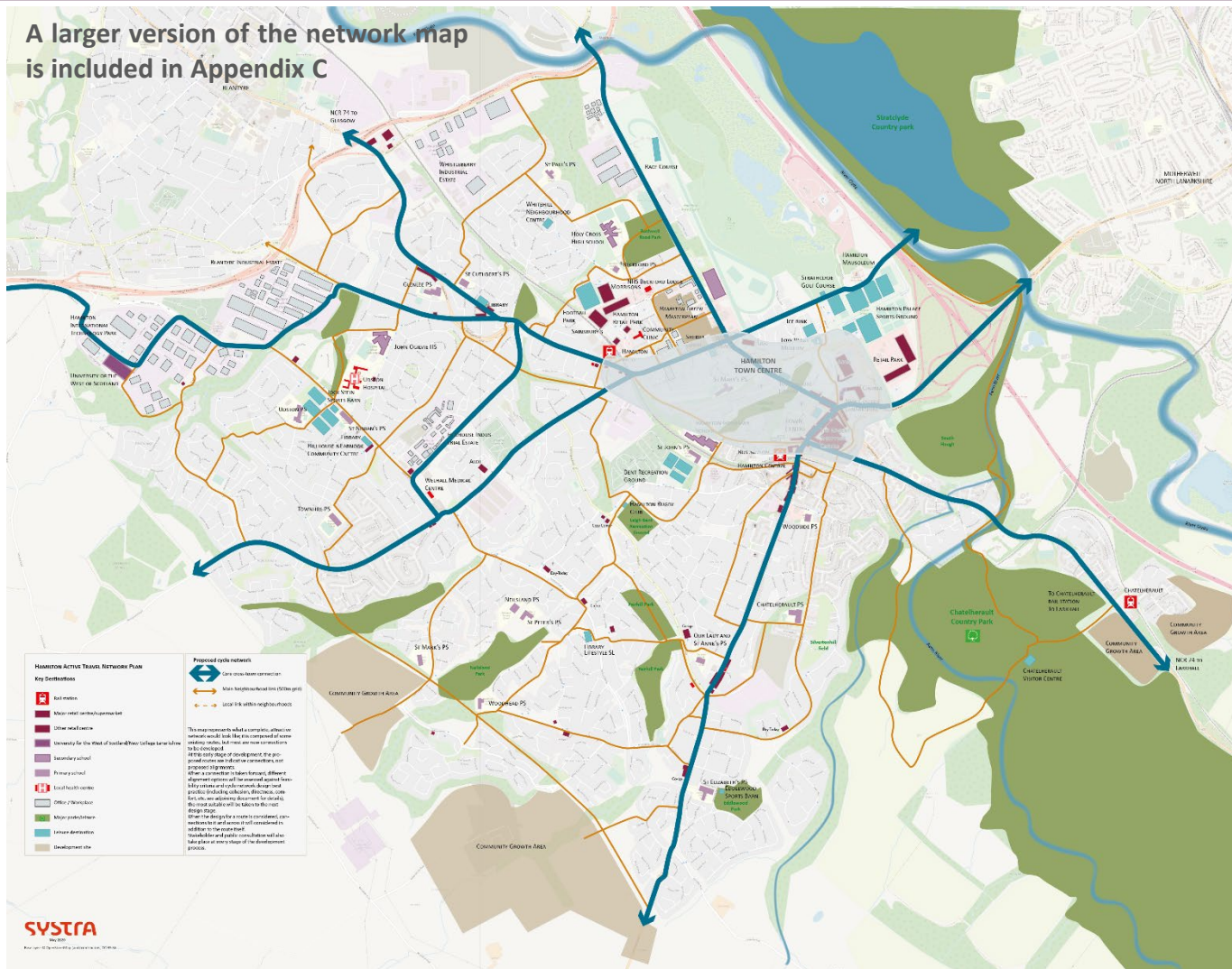
In addition to creating a broadly evenly distributed routes across all neighbourhoods, the resulting network for Hamilton aims to connect the remaining destinations to the network.

These routes form a single network with the core routes, and should not be seen as a separate network. However, some of the routes could be developed and independently or in advance of the core routes.

This network is based on:

- The 2018 network study
- Local knowledge and investigation
- Stakeholders and public suggestions

The feasibility of each suggested route has not been assessed in this high level study, although professional judgement was applied. Alternative alignments may be taken forward.



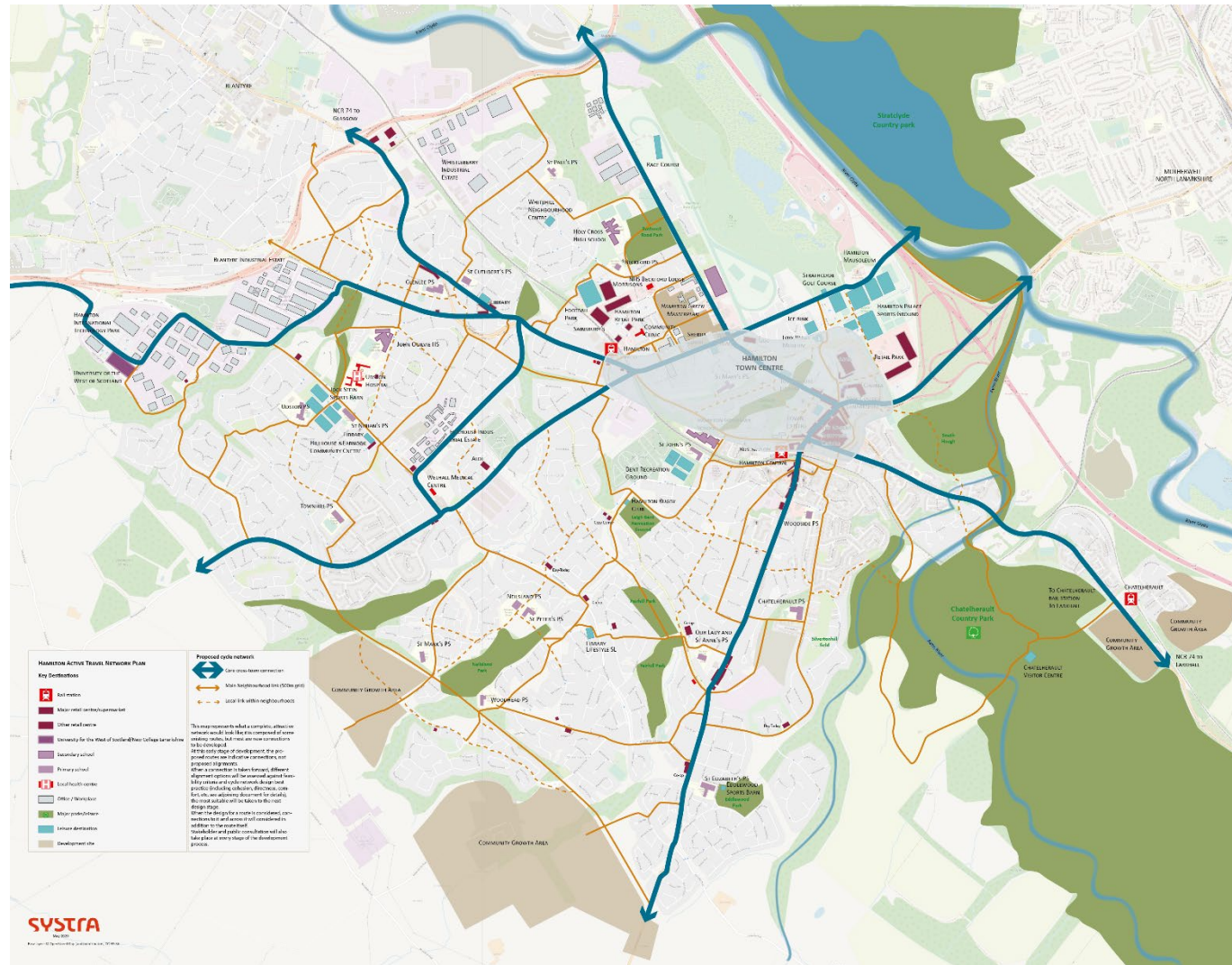
# Proposed cycle network

## Local links

These links extend the reach of the network into neighbourhoods, supporting very local journeys.

They also increase the density of the network increasing the choice of routes to suit users' varying preferences and abilities (note that *all* routes of the network should cater for a wide range of abilities, although some may have steeper gradient than others for example).

These links are mostly on local paths or residential routes, which may need to be upgraded or short links created to be integrated to the network.



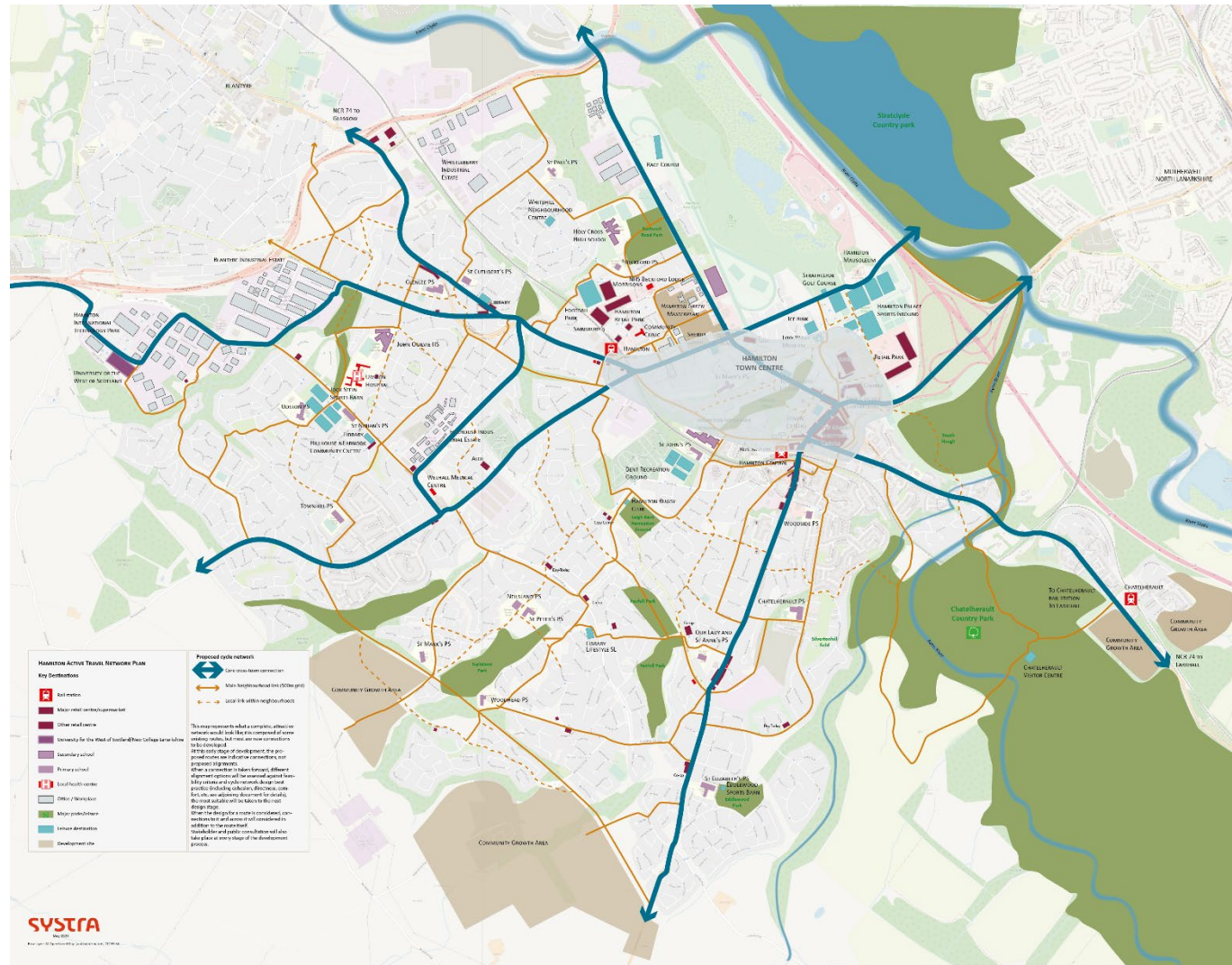
# Early priorities

## Implementation priorities

To start developing the network in a coherent and efficient way, key routes and areas have been identified as priority for implementation.

The proposals are based on the review of previous studies and data available, the identification of key current and future destinations as well as discussions with local stakeholders.

Given the relatively even spread of population, businesses and services across Hamilton, no one route or area emerged from the study as an evident preferred first step to implement. Three options are presented with a short rationale and shown on a map on the next three slides.



# Early priorities

## Priorities – Option 1 Town Centre to Blantyre via Burnbank

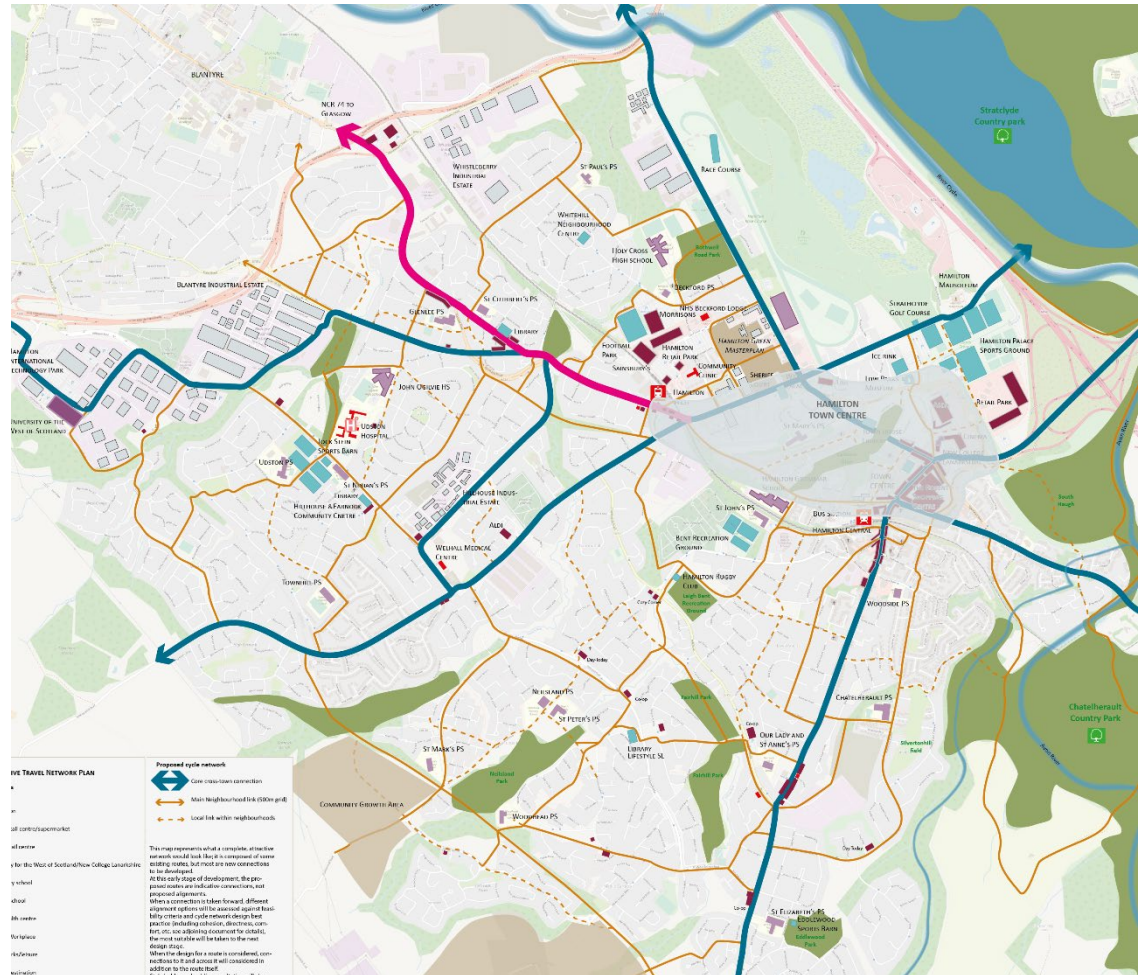
This route would connect Hamilton town centre to Blantyre and the NCR 74 along a corridor already well used by cyclists (see current demand data, page 14) and highlighted by the cycle potential tool as having as one of the areas with higher potential (p23)

It would connect Burnbank to Hamilton West rail station and to the town centre, as well as supporting local neighbourhood journeys to Burnbank's shops and services and the two nearby primary schools. There would be an opportunity for wider public realm improvement along the main shopping street there.

It would also directly cross, and deliver investment in two areas within the 5% most deprived in Scotland.

This could form the first phase of a route to the UWS campus, along High Blantyre Road and East Avenue, linking with the route planned between High Blantyre and East Kilbride.

It would deliver the most benefit if it were delivered all the way to the heart of the town centre, but upgraded or new alternative routes could be considered (eg: via Cadzow Avenue and/or Earnock Street) as an initial phase and still deliver significant benefits.





# Early priorities

## Priorities – Option 2 Town Centre transport plan

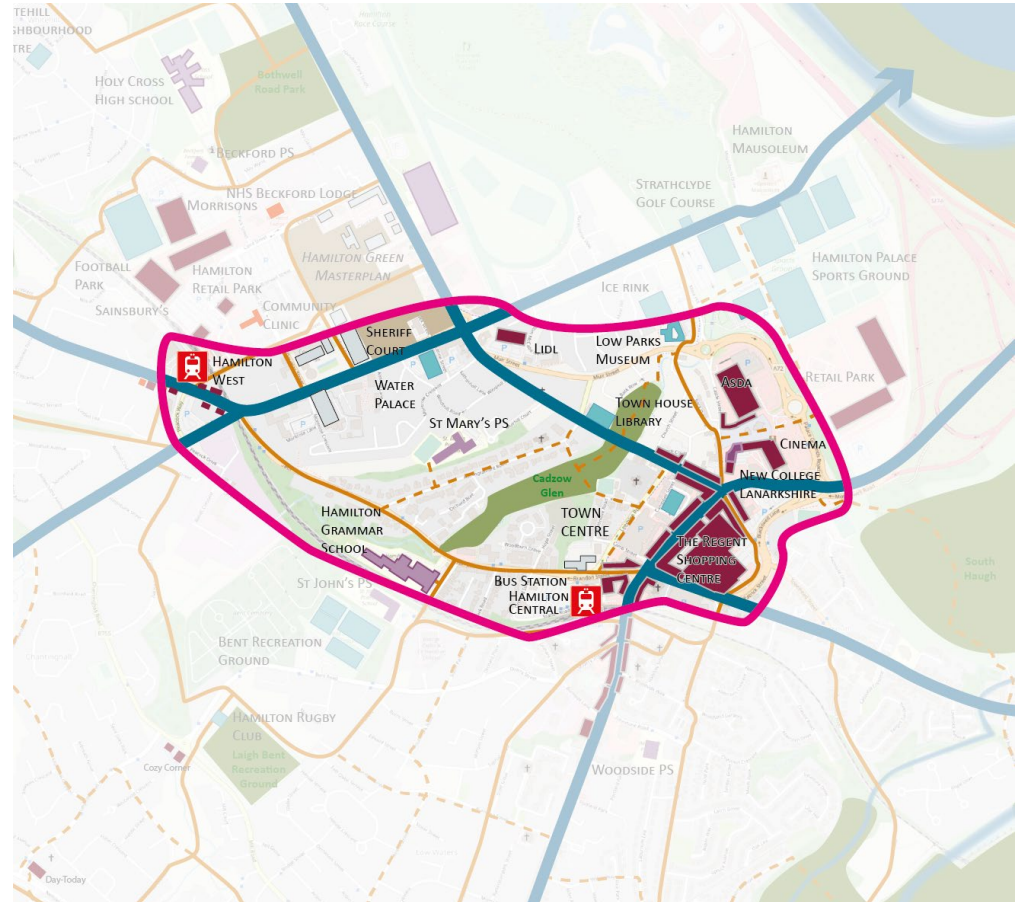
The current road network in and around the town centre is dominated by gyratory systems, dual-carriageway and large roundabouts. These combine to create an environment unwelcoming to walking and cycling with detours, and delays at crossings while exposed to noise and air pollution. The road infrastructure and the rail tracks cut off the town centre from its immediate catchment area in surrounding residential areas.

There is potential for walking from the residential areas between the town centre and Hamilton West, and just south of the railway. For cycling, the furthest parts of town are no more than 5km away, a distance typically cyclable in 20min, even though topography may be a limit in some directions, without e-bike.

Routes have been identified, shown alongside, to create a complete cycle network for the town, however it a multimodal review of transport provision to understand urban mobility needs, aspirations and potential for change would be needed to define the most suitable routes.

They are likely to include:

- Through-routes connecting core radial routes.
- Routes from the two rail/bus stations within their respective catchment areas
- Maximise walking and cycling permeability and comfort within the town centre, and to the town centre to “repair” links to its hinterland.



# Early priorities

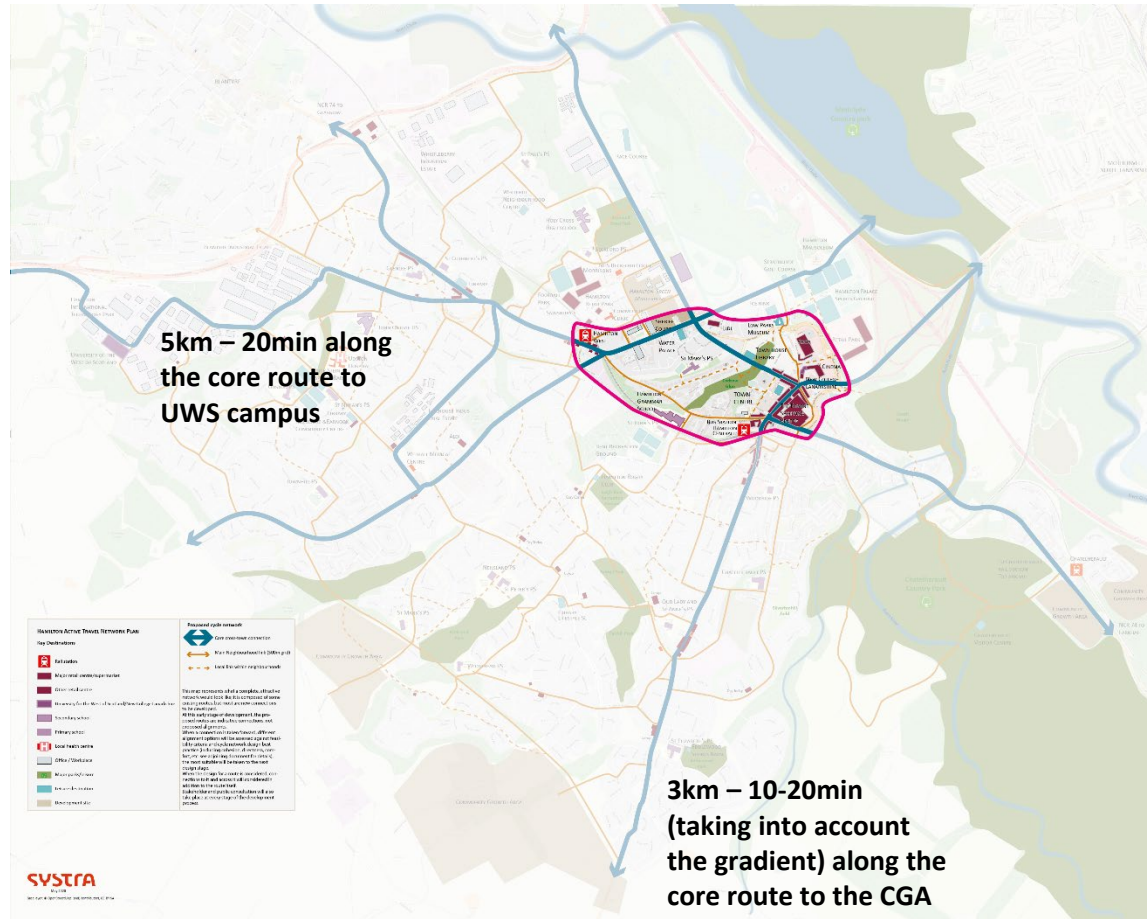
## Priorities – Option 2 Town Centre transport plan

Considering the scale of the change needed and likely challenges, even if initiating discussions now, delivering a welcoming walking and cycling environment for all is likely to be a longer term objective. Yet, as the largest cluster of destinations in Hamilton, and the natural junction of main routes through the town, delivering good quality walking and cycling access to the town centre is absolutely essential if the objective of meaningful modal shift to sustainable modes of transport is to be achieved.

It is also in line with Objective 2 (of 5) of the SLC's Hamilton Town Centre Strategy is "to ensure town centre accessibility and movement supports all modes of transport and meets the needs of users ensuring the town offers convenient and safe access by foot, cycle, cars and public transport" (our emphasis).

Hamilton Green Masterplan will be medium to long term opportunity to re-balance the transport hierarchy Hamilton West.

The challenges and complexity of the process to achieve this will be significant, and as the survey suggests, it is likely to be met with a lot scepticism. It will be a long process ideally to be initiated as early as possible.



# Early priorities

## Priorities – Option 3

### UWS to CGA orbital route and connecting the CGA to the town centre

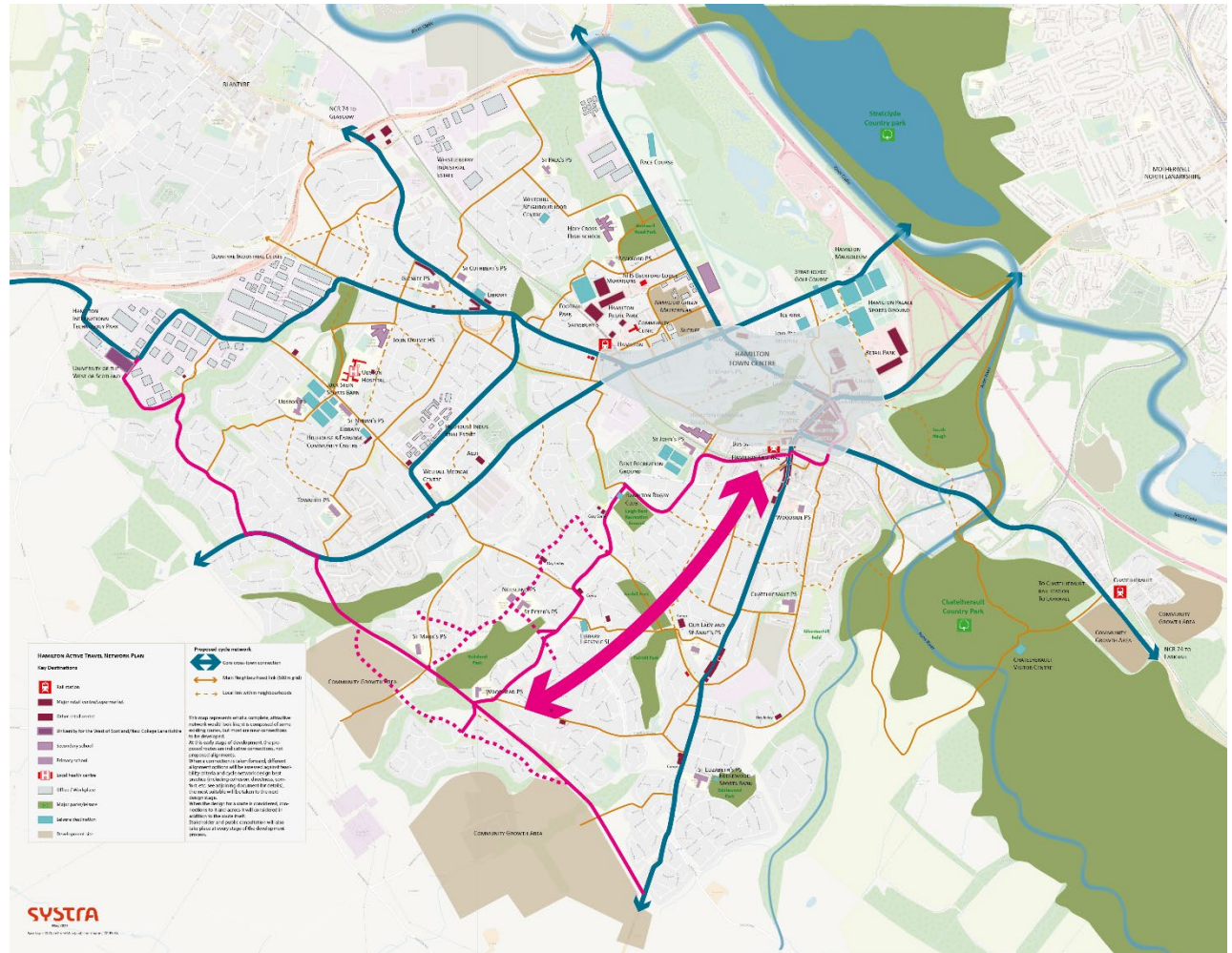
Although not a core radial route, it would connect large employment and education trip generators (the International Technology Park and UWS campus) to residential areas up to Strathaven Road.

A large section is along a disused railway crossing Earnock Wood and Neilsland Park, likely to attract leisure uses as well as every day journeys.


Good connections to the disused rail alignment from residential areas north and south will be as important as the route itself.

It would also be an opportunity to integrate the CGA to the town, and consider options for route(s) linking the rail path (and the CGA) to the town centre.

The section on and north of Earnock Road, could form part of a future route from the town centre to UWS and link to a route to East Kilbride currently under consideration by SLC.



# Key delivery principles



For people in Hamilton to see active travel as a natural choice for short every day journeys, the network of routes needs to be coherent and direct. Routes also need to be (and feel) safe, comfortable, and attractive, as defined earlier in the design principles. The development of the network should also incorporate the following principles and considerations:

## **People-focused design**

Design proposals must seek to deliver benefits to all users in a balanced way. In the context of a motorised traffic dominated town, this will mean prioritising the needs of people on foot and on bicycle. The design should aim to support the needs of all categories of users, across age groups, abilities, or journey purposes.

## **Neighbourhood permeability**

Very local, intra neighbourhood journeys, such as trips to schools, parks or local shops, are often away from the core commuter routes traditionally focused on. Yet, they represent a significant potential for active travel, given their short distance and the fact they are still too often driven, the school run being a prime example. Walking, wheeling or cycling through a neighbourhood should be easier, more direct and convenient than driving through it (if through traffic is at all allowed.).

## **Multimodality**

The network and its design should facilitate and pay particular attention to interchange points with public transport, as well as considering the impact of any proposed changes on bus provision and journey times.

# Key delivery principles



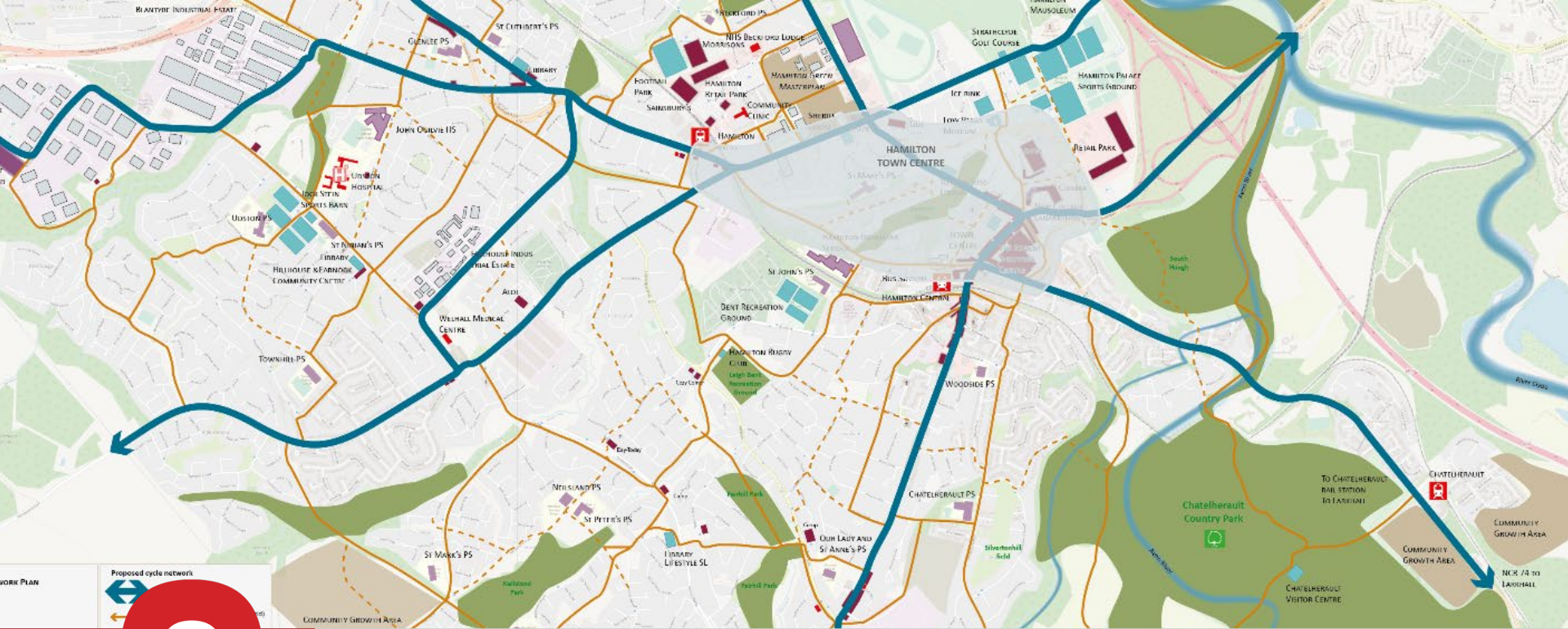
## **Information, promotion, and behaviour change activities**

To maximise its use and benefits, any infrastructure project must be accompanied from the start by a communication strategy, from engagement events during the design process, to mapped information and signposting of the built route, and ongoing promotion and behaviour change campaigns to sustain growth in use.

## **Maintenance and enforcement**

The lack of maintenance in the existing walking and cycling routes has also been one of the issues highlighted through the survey and stakeholder input. Cycle lanes and walking paths should continue to meet good quality standards after its initial construction for people to continue to use it, including surface smoothness, cleanness, lighting, tree roots, drop kerbs, etc.

Encroachment by motorised traffic on dedicated infrastructure ideally should be prevented through design features and layout (street furniture, bollards, kerbs, etc.) to prevent obstructions to cycle traffic. Where that is not possible, ongoing enforcement requirement should be considered at design stage.



## 5. Feedback on proposals

# Feedback on proposals

A draft version of this report was published in September 2020 on South Lanarkshire Council's website. An online survey and a workshop took place during this period to gather feedback.

The **workshop** took place on 30 September 2020 to which were invited stakeholder organisations and respondents to the initial survey who wished to be kept updated. The list of attendees and notes from the session are available in Appendix D, with some key points included below.

- There was overall support for the proposed network and general principles of network plan.
- Of the three options proposed as priorities, two were favoured:
  - **Option 3** (UWS to CGA orbital route and connecting the CGA to the town centre) was seen as the most immediately deliverable, and would provide better access to green spaces as well as better connectivity between neighbourhoods. The potential for applying "liveable Neighbourhood" principles was also mentioned (eg: residential areas where pedestrians and cycle movements are prioritised, and through-traffic is absent or very limited), although public acceptability was raised as a concern by some.
  - **Option 1** (Town Centre-Burnbank-Blantyre), for the reasons listed on page 48, but also because it would be a very visible scheme and would be a demonstration of commitment to deliver pedestrian and cycle-friendly streets in Hamilton.
- Hillhouse Road was cited as another corridor with potential

for active travel if improved given the number of local destinations along it and residential areas on both sides.

- Union Street/Peacock Cross was raised as a particularly difficult area to navigate for pedestrians and cyclists, yet essential to access the town centre and major destinations nearby.
- The importance of better walking and cycling connections between the town centre and surrounding residential areas was raised. However, acceptability by sections of the public and stakeholders of the level of transformation needed was cited as a significant challenge.

The **online survey** was open for four weeks in September and advertised through South Lanarkshire social media accounts and shared by stakeholder groups. Findings from the survey are included in Appendix D.

The survey attracted 65 responses. In this small sample, opinions were quite polarised, with a significant majority (62% =40 respondents) strongly opposed to the general principles of the active travel network plan. The main concerns raised in the comments were about cycling infrastructure worsening congestion for motorised traffic and reducing car parking. Loss of attractiveness of the town centre and other businesses if they become less accessible by car was also raised as a concern.

# Next steps in the context of COVID-19

## What will be the likely impact of the ongoing COVID-19 pandemic on the case for investing in active travel and delivery of the network plan?

The network plan was produced early in the spring 2020 lockdown period, too early for emerging behaviours to reliably inform the development of the network plan. However the indirect impacts of the pandemic on behaviours and on the case for investment in active travel was discussed throughout the study, particularly during the second workshop and online survey. Key points reported were:

- More people are walking and cycling around Hamilton, [as in Scotland](#) overall. Where paths used to be very quiet, there are people passing every few minutes now, and Chatelherault Country Park has seen a large increase in use. It seems to confirm past observations that there is an unmet demand for more walking and cycling, with people interested if the conditions are attractive.
- It has given a taste for walking and cycling to a lot of people who would not have considered it previously, with anecdotal evidence of people “dusting off” bikes and exploring their local area. This is supported by reports of [increase in bike sales](#), new and second-hand, and [e-bikes](#).
- With people travelling less and spending more time working from home, they are more likely to use local shops and

services. Local town and neighbourhood centres are also less affected by the reduction in commuting than larger towns and cities. UK-wide successive [surveys](#), the latest in [September](#) have identified a desire to continue to spend less time in the office in the future; this could be an opportunity for businesses in local centres to attract these new customers. Investing in well designed streets which are attractive and connect centres to the surrounding residential areas where those new home workers are, could support those local businesses. However, it poses the question of the function(s) of Hamilton Town Centre if the number of office workers and outside visitors does not return to previous levels.

These emerging or accelerating trends strengthen the case for investing in better streets and roads for people walking and cycling, and good quality public spaces. In parallel, the broader case has not fundamentally changed: challenges posed by climate change, our inactive lifestyles, or air and noise pollution are still present.

The network proposed in this document is intended as a first step in extensive discussions with stakeholder organisations, elected members and the public, to develop proposals which deliver benefits to all, balance competing needs and address the challenges described above.







# Hamilton Active Travel Network Plan Appendices

Appendix A: Large scale map of key destinations

Appendix B: Comments from engagement activities

Appendix B1: Online questionnaire survey

Appendix B2: Placecheck map comments

Appendix B3: Stakeholders contributions

Appendix C: Large scale map of proposed cycle network

Appendix D: Engagement stage 2

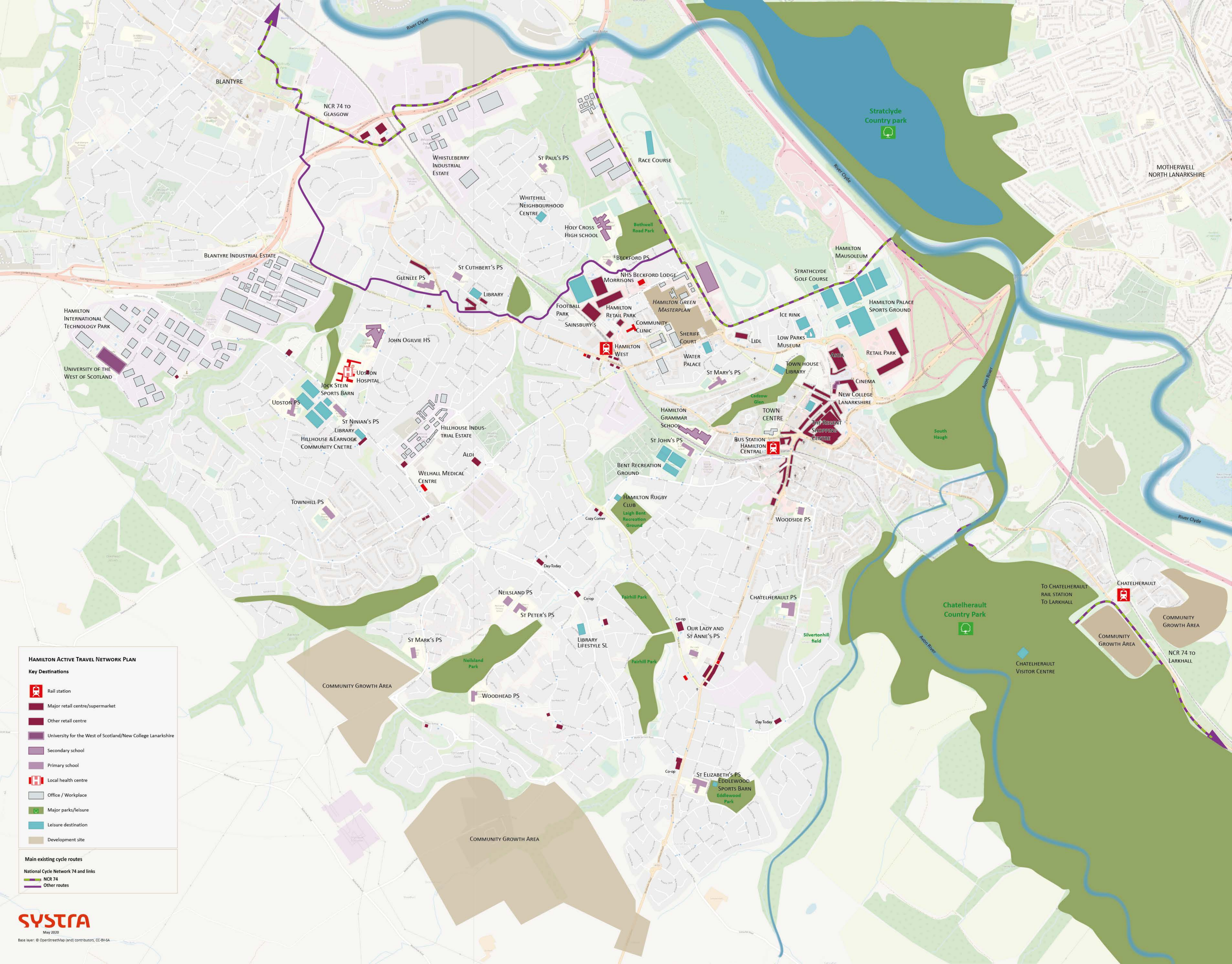
Appendix D1: Workshop notes

Appendix D2: Online survey results

Appendix E: Equality Impact Assessment


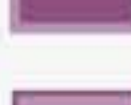






## Appendix A: Large scale map of key destinations



**HAMILTON ACTIVE TRAVEL NETWORK PLAN**

**Key Destinations**

-  Rail station
-  Major retail centre/supermarket
-  Other retail centre
-  University for the West of Scotland/New College Lanarkshire
-  Secondary school
-  Primary school
-  Local health centre
-  Office / Workplace
-  Major parks/leisure
-  Leisure destination
-  Development site

**Main existing cycle routes**

-  National Cycle Network 74 and links
-  NCR 74
-  Other routes



## Appendix B: Comments from engagement activities

Appendix B1: Online questionnaire survey

Appendix B2: Placecheck map comments

Appendix B3: Stakeholders contributions

## **APPENDIX B1 - HAMILTON ACTIVE TRAVEL NETWORK PLAN SURVEY RESULTS**



**SYSTRA**

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117 people took part in the survey that ran for four weeks from 9 March 2020 to 10 April 2020. The questionnaire was prepared in January 2020, before the Covid-19-related lockdown measures were put in place, therefore no questions relating to the current situation, about people’s changed habits for examples, were included.

The relatively low number of responses is likely to have been affected by the current events, which we tried to mitigate by extending the deadline to respond by two weeks.

Key findings from the survey are presented below. The detailed results, including all free-text comments are appended to this summary report.

## 1. POPULAR DESTINATIONS

The first part of the questionnaire asked respondents to list the top three locations that travel most to in Hamilton and to specify what are the main reasons for their travel.

The top five location responses given were:

- Hamilton Town Centre (43 people)
- Supermarket (39 people)
- Train Station (unspecified) (17 people)
- Hamilton West (17 people)
- Palace Grounds (13 people)

The main reasons cited for travelling to these locations were:

- Shopping/personal business (pointed by 30% of the sample)
- Commute to work (pointed by 22% of the sample)
- Leisure purpose (pointed by 20% of the sample)

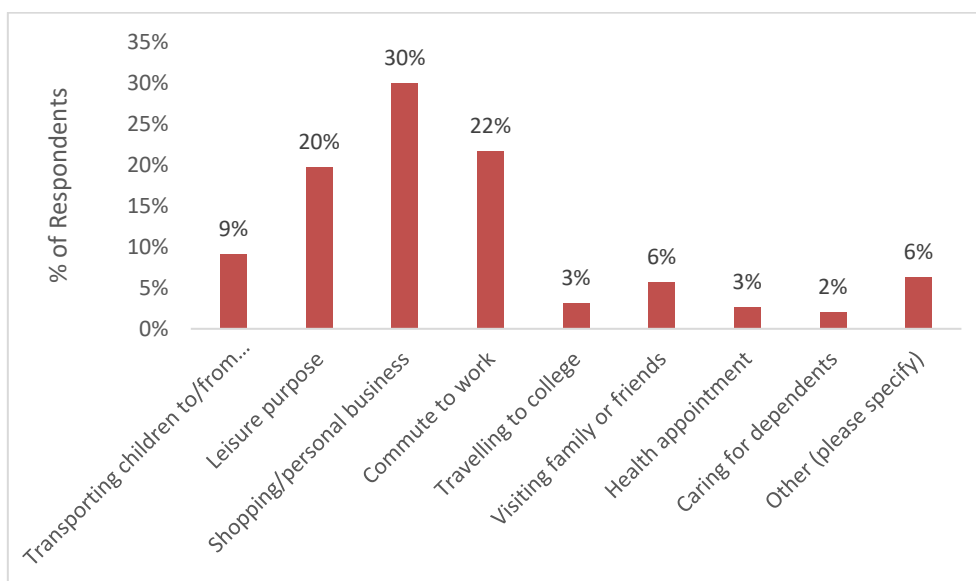
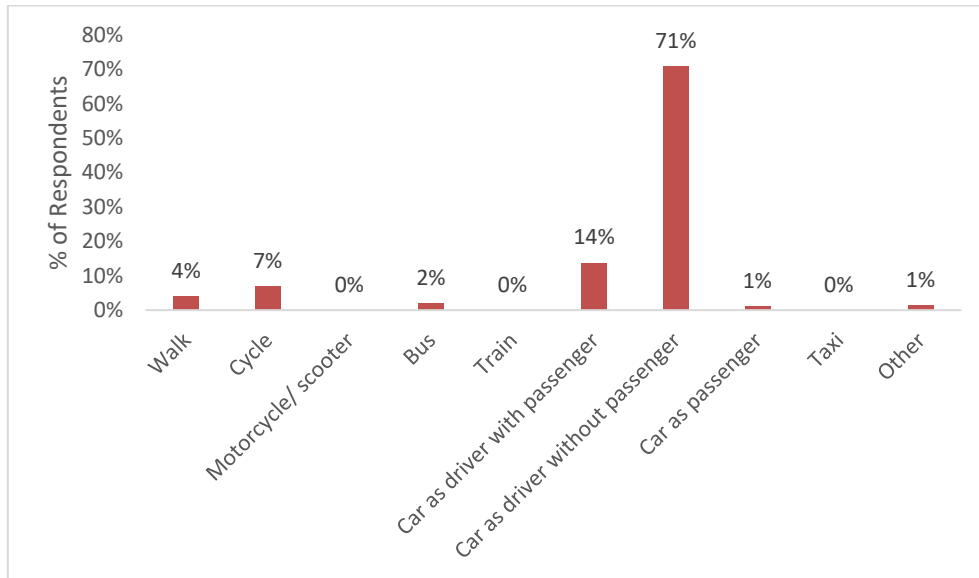


Figure 1. Q2: Please specify the main reasons for your travel to this location.



In terms of main travel mode used to these locations in first place the respondents placed car as a lone driver (71%), followed by car as driver with passengers (14%) and in third by cycle (7%).



**Figure 2. Q3: What is the main mode of travel to these locations?**

## 2. ACTIVE TRAVEL MODES

In the next part of the survey the respondents were asked about their walking and cycling behaviour.

Over three quarters of the sample (76%) pointed that they don't have a bike and over two thirds (79%) of the participants with a bike stated that they have cycled in the past year.

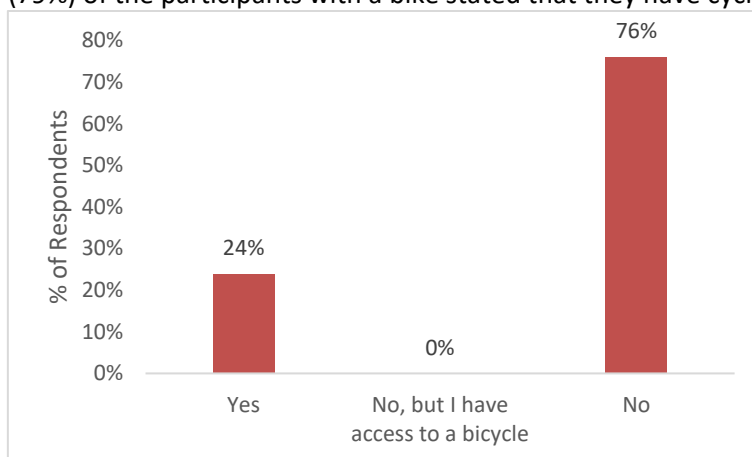


Figure 3. Q4: Do you own a bicycle?

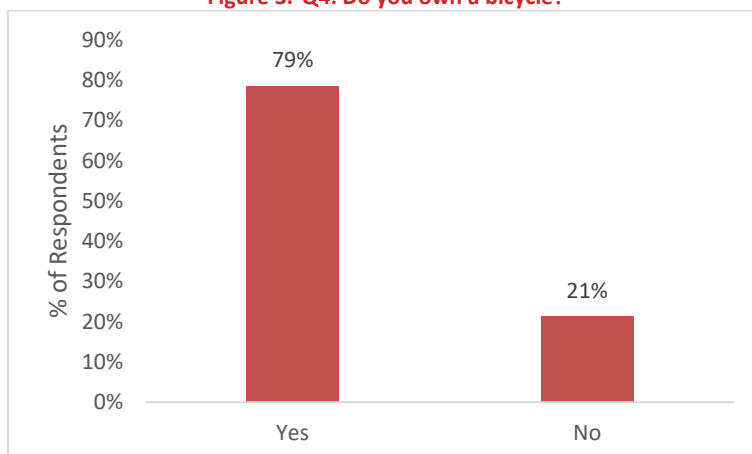
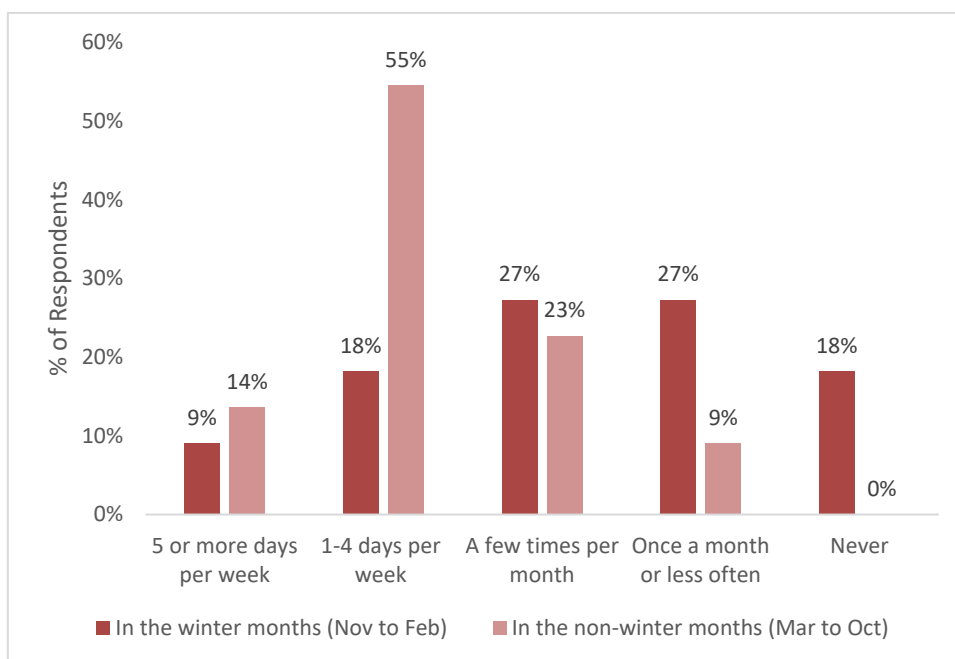


Figure 4. Q5: Have you cycled at all in the past year?

### *Frequency of cycling and walking through the year*

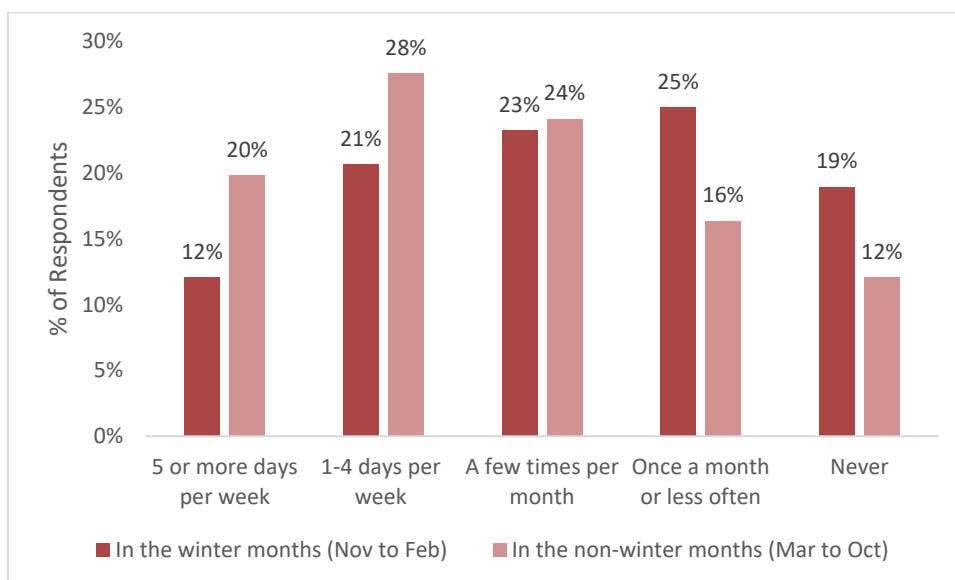
Figure 5 gives evidence how the weather conditions affect people's cycling levels through the year. It can be observed that there is a significant change in the proportion of people cycling regularly in the spring/summer months compared to the winter time. For instance, 55% of the sample reported to cycle 1 – 4 days per week in the period March to October compared to 18% of the respondents who said that cycle the same amount during the winter period.





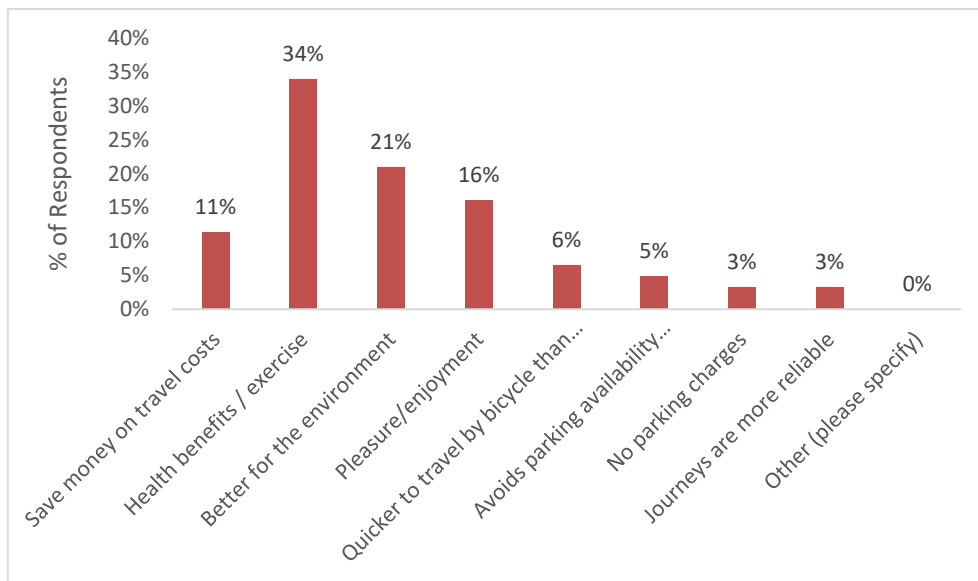
**Figure 5. Q6 & 7 Cycling Patterns**

When asked the same question regarding their walking behaviour the respondents gave similar answers, although the gap between winter and summer walking seems appear smaller. Evidence is shown in **Figure 6** - with 8% of the people saying that they walk five or more days per week more in spring/summer than in the winter time.

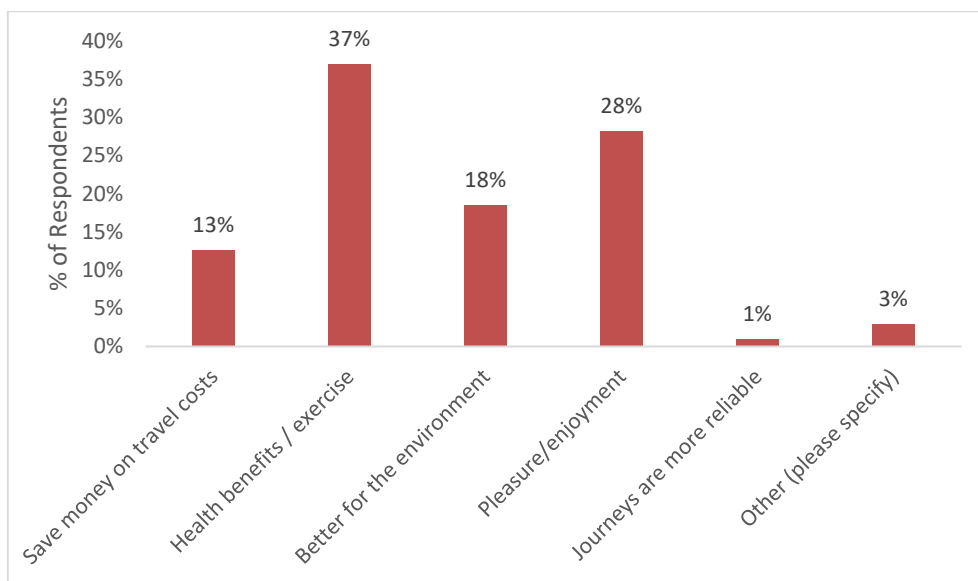


**Figure 6. Q8 & 9 Walking Patterns**

Further, the sample was asked to list the main benefits of active travel - walking and cycling. As evident from **Figure 7** and **Figure 8**, in first place people placed health benefits and exercise, followed by pleasure and enjoyment and that is better for the environment.



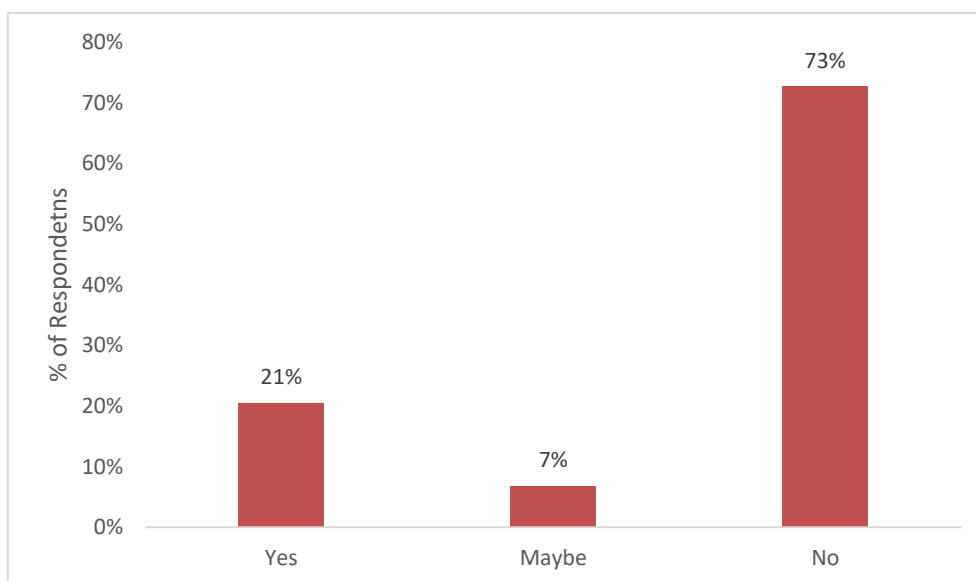
**Figure 7. Q10: If you cycle what do you consider the main benefits of cycling to be?**



**Figure 8. Q12: If you walk, what do you consider the main benefits of walking to be?**

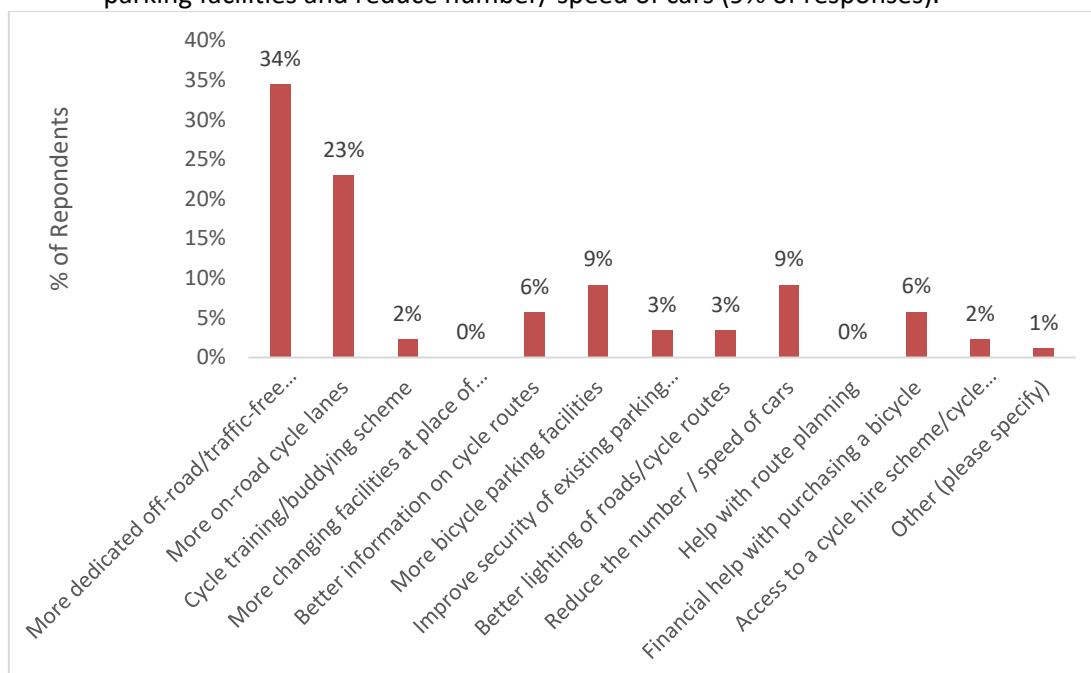
Some of the participants (21%) said that they are interested in increasing their cycling, some (7%) said that they are maybe interested in increasing their cycling and the remaining (73%) said they are not interested in increasing their cycling. When asked to specify why they do not want to cycle the following themes emerged:

- Simply don't like cycling;
- Prefer a car;
- Weather conditions (too cold and wet);
- Distance makes cycling not feasible;



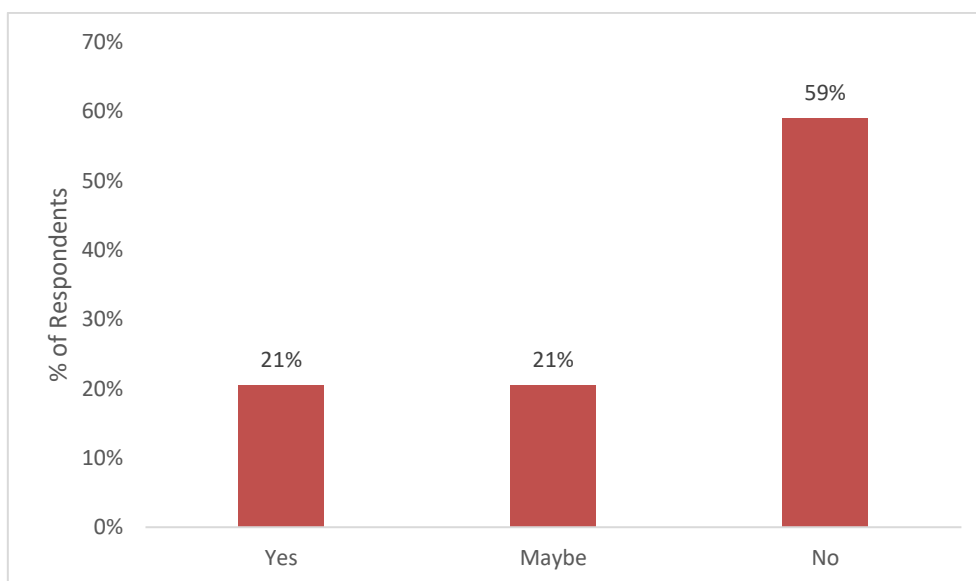
**Figure 9. Q11a: Are you interested in cycling more often than you do now, or taking up cycling?**

In terms of measures that would increase the number of people cycling the following three were the most frequently identified – more dedicated off-road/traffic free cycle routes (34% of responses), more on-road cycle lanes (23% of responses) and more bicycle parking facilities and reduce number/ speed of cars (9% of responses).



**Figure 10. Q11b: Measures to encourage people to cycle more often**

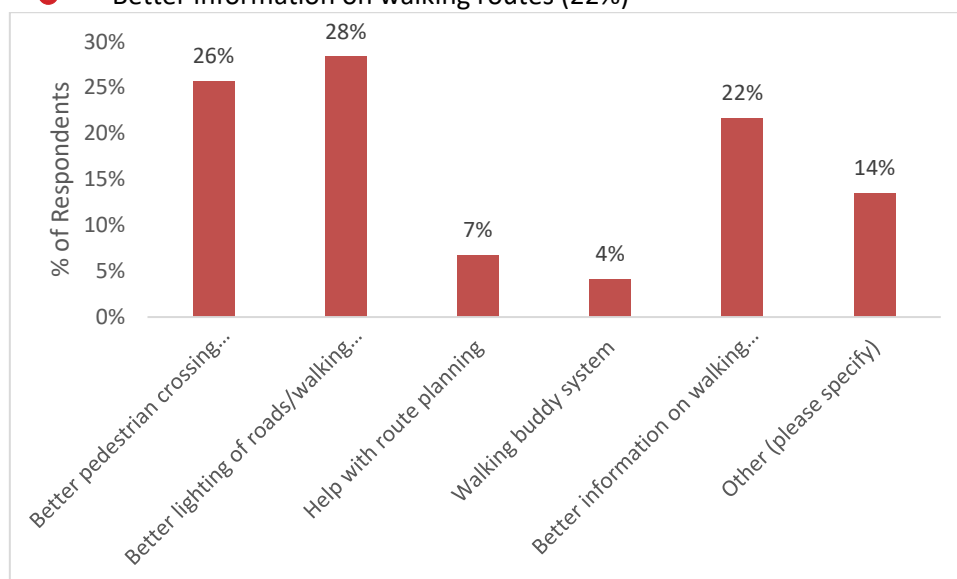
Over half of the sample (59%) said that would not be interested in walking more. The main reason given by the people who stated that did not want to walk more was the perception that they have already walk enough or it is not feasible due to distance.



**Figure 11. Q12a: Are you interested in walking more often?**

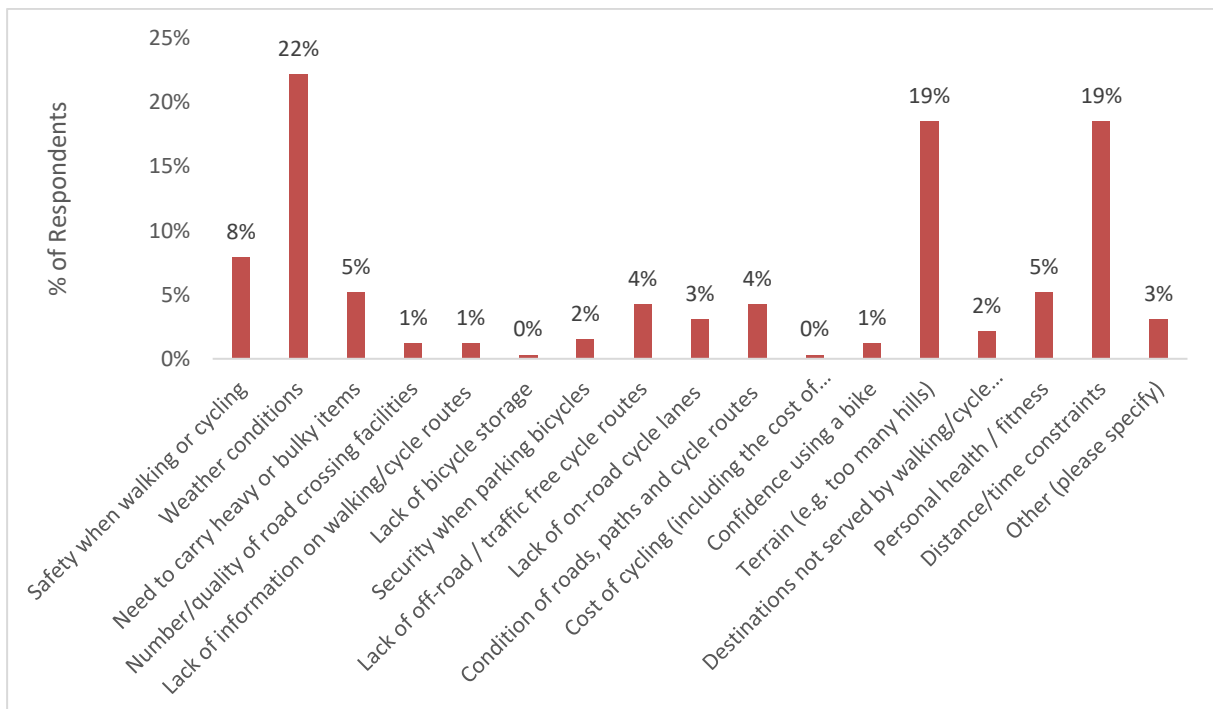
In terms of measures that would encourage them to walk more, participants listed the following:

- Better lighting of roads/walking routes (28%)
- Better pedestrian crossing facilities (26%)
- Better information on walking routes (22%)



**Figure 12. Q12b: Measures to encourage walking**

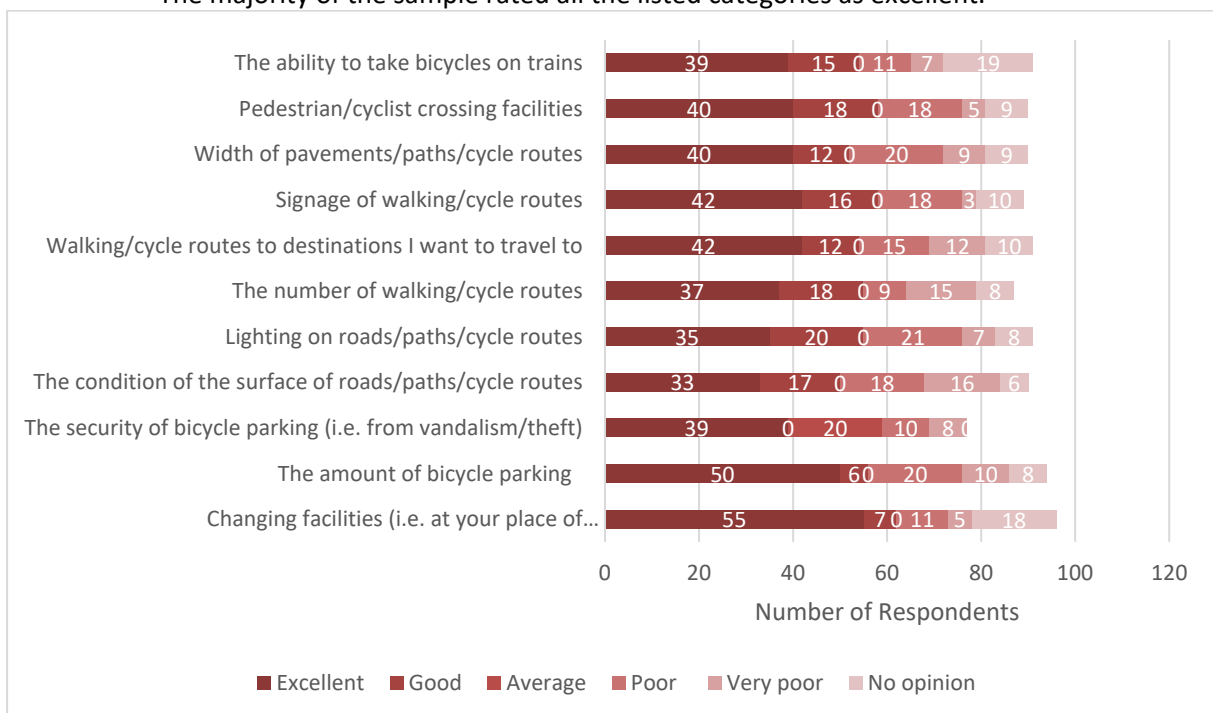
When asked what were the main barriers stopping them to walk/cycle in Hamilton the respondents pointed out safety when walking or cycling (21%), followed by condition of roads, paths (19%) and then by cycle routes and the lack of off-road/traffic free cycle routes (12%).



**Figure 13. Q13: Main walking and cycling barriers across Hamilton**

The sample was also asked to rate their satisfaction/ to say how satisfied they are in terms of the available walking and cycling facilities and infrastructure in Hamilton.

The majority of the sample rated all the listed categories as excellent.



**Figure 14. Q23: What do you think of the following walking/cycling facilities and infrastructure in Hamilton?**

### 3. LOCATION SPECIFIC COMMENTS

Through the survey participants were also provided with the opportunity to leave location specific comments on the PlaceCheck online map, some location-specific comments were left; the table below provides a summary of the themes that emerged during the analysis.

THEME	LOCATION	PARTICIPANTS QUOTE
Cycling infrastructure	Pollock Avenue	Some of the drains in the road near the curb are very deep pot hole. Its directly in my way. The road has crossing points and cars can't go around me because of those. Sometimes I'm overtaken and I can't manoeuvre around the drain to avoid the pot hole. These pot holes fill with rain water so you can't see them.
	Peacock cross	The whole cycling walking lanes are totally disjointed it is more dangerous to cycle on the lane (pavement) along the furlongs first example with 13 road crossings thank cycling on the road. Peacock cross to the waterfall is very dangerous are for cycling and Ped crossings are so quick to change.
	Hamilton	Disappointed with cleaning of cycle lanes , lot of debris on paths and at side of road, causing punctures on bicycles, and difficult walking conditions for pedestrians.
Signage	Burnbank/Blantyre	Can be easy to miss signs, took me a few goes to follow NCN74 through Burnbank/Blantyre
	Chatelherault	Cycling and walking around the paths in Chatelherault and wider surrounding areas could be better joined up and more cycle friendly with better signage and alternative routes at steps
Road safety when cycling	Hamilton	Many of the junctions on road infrastructure aren't friendly to cycling which makes it more dangerous.
	Fairhills	It can be downright dangerous to bike - drivers hit and run (as is backed up by

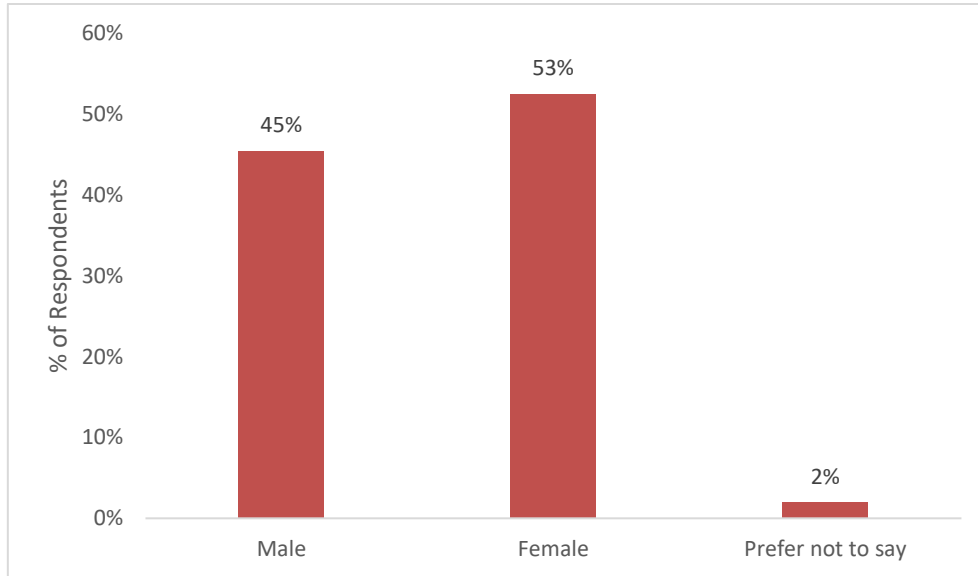


THEME	LOCATION	PARTICIPANTS QUOTE
		current reports). We urgently need continental style biking infrastructure
Walking infrastructure	Strathclyde park	Paths covered in large puddles, holes, dog mess, also lighting on cycle path heading to Strathclyde park is extremely poor and not safe.
		Quiet spots like under bridge or underpass at Asda car park attract anti-social behaviour and discourage people from walking or cycling there. Needs protected cycling infrastructure with good visibility, lighting, etc.
	M74 underpass	Flooding at M74 underpass and Avon riverbank path
Pedestrian Crossings	Hamilton	Too many pedestrian crossings only change to the green man when there is no traffic in sight. More priority needs to be given to pedestrians even if it means holding up the cars
		Town's main roads need more crossings (Low Waters Rd, Burnbank Rd, Hillhouse Rd, etc.). Also longer green man phase.
Terrain	Hamilton	Hamilton is a very hilly area so only suitable for people with the fitness to cope with it. More and more housing is on the edge of town so location dictates car journeys to be the most convenient time wise.
		Hamilton is a very hilly area so only suitable for people with the fitness to cope with it.
Conditions of walking paths		There is such a lot of rubbish alongside pavements and cycle paths which decreases enjoyment of activity.

THEME	LOCATION	PARTICIPANTS QUOTE
Air Pollution	Hamilton	Air quality is another factor affecting walking and cycling, especially on steep hills that necessitate increased breathing rate. Traffic fumes, and noise, often make walking very unpleasant
	Kemp Street/ Auchincampbell Road	The smell near Kemp Street/ Auchincampbell Road can at times be very noxious. I believe it is from the world at that junction (don't know name). There are two scoops in the noxious zone, St John's Primary and Hamilton Grammar, whose pupils walk lots, breathing in to their developing lungs, as well as all the traffic fumes at peak time.
Resistance to improvements to cycle infrastructure	Hamilton	Stop wasting time pandering to cyclists. The priority for the roads department must be to keep traffic moving. All cyclists do is slow people down.
		Not what Hamilton needs really, needs better roads and more parking to keep traffic moving.
		Cycling isn't really a thing here. Spending money on it is probably a waste of time when no one will switch to it anyway. Money would be better spent encouraging people onto trains , e.g. by building more parking at train stations or improving reliability
		Hamilton needs more parking, and some road upgrades (e.g. Muttonhole road upgraded to be a bypass). stop wasting money on cycling and walking!
		Works for dense, city centre locations. Hamilton and South Lanarkshire are very spread out and simply isn't suitable for cycling.

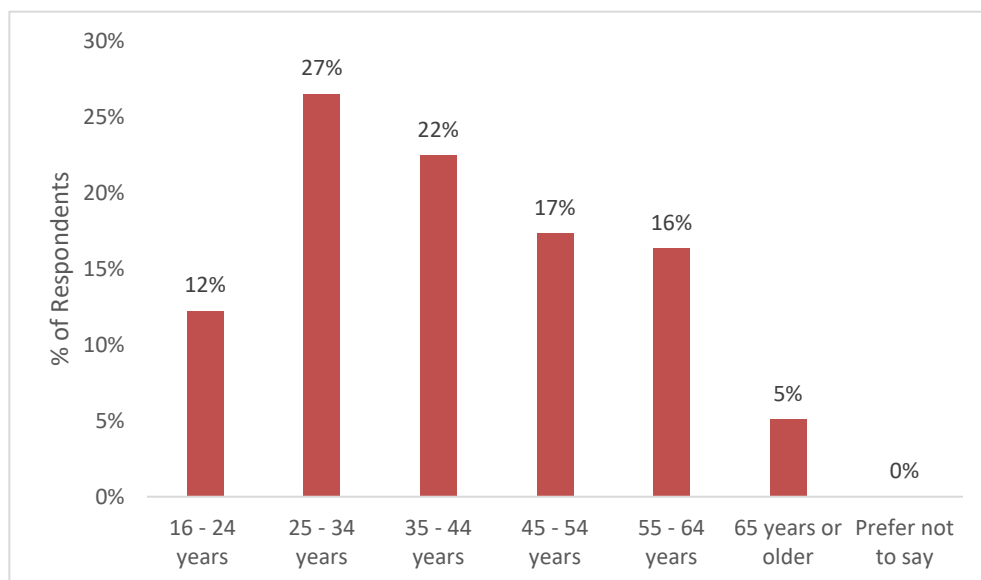
## 4. SAMPLE PROFILE

The sample was close to equally distributed in terms of gender, 53% of the respondents were females.



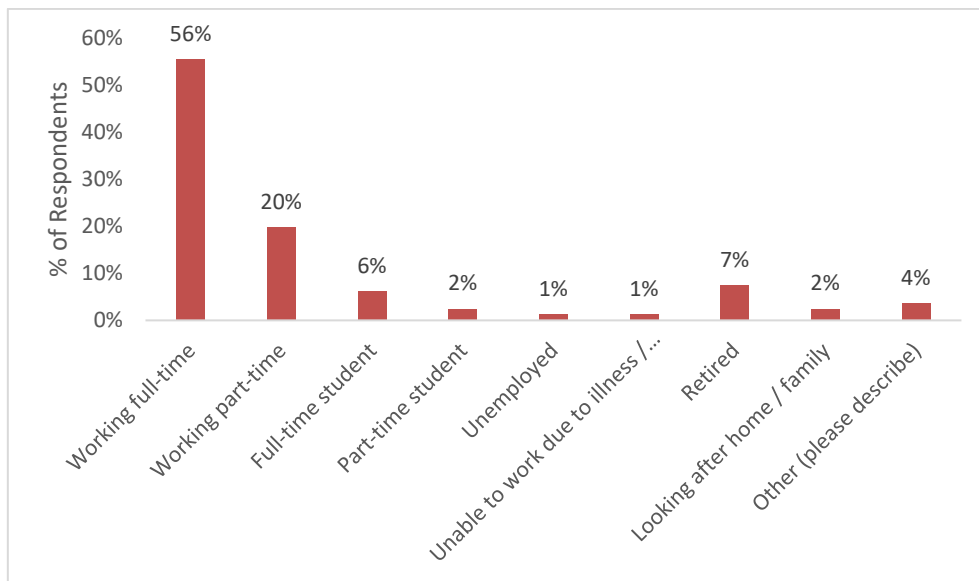
**Figure 15. Q16: Respondent Gender**

The largest proportion of respondents were aged between 25 and 34 years old (27%) as shown in **Figure 16**.



**Figure 16. Q26: Respondent Age Profile**

In terms of employment status, more than half of the people reported to working full-time (56%) followed by 20% who were working part-time.



**Figure 17. Q27: Participant Employment Status**

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## Appendix B2 Hamilton Active Travel Network Plan – Online Placecheck Map comments

Members of the public were asked to leave as many comments and ideas as they liked on the online map within the Hamilton area. The following prompting questions were included in the introduction text:

Tell us what you would like to see done to improve conditions for walking and cycling:

- What do you like about the area?
- What do you not like?
- What would you like to improve?
- What is there already that should stay?

Think about what issues you experience and where there are problems that you would like to see sorted to make it easier for pedestrians and cyclists (and for buggy, scooter and wheelchair users) to get around.

Issues could include:

- areas where you don't feel safe
- places where it's difficult to cross the road
- places where it's difficult to push a wheelchair, or walk with children

Suggestions could include:

- new or improved road crossings
- wider footways
- routes (on- and off-road) that you would like to walk/cycle
- lighting
- cycle parking

The table below reproduces all the comments left on the map over March and early April 2020.

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I don't like	Bus stop on Low Waters Rd past Jack St	Bus stopping blocks Jack St. Would be better moved south to build-out near Ladbrokes/Hamish & Weir barbers.	43931	55.7614,- 4.04497
Things I don't like	Bus stop at Auld Hoose	Narrow pavement so very little room for pedestrians to pass each other. Would it be better moving bus stop back towards Warren Rd (and sharpening wide corner)? Bus stop on other side of road doesn't seem well positioned either.	43931	55.7612,- 4.04501
Things I don't like	Muir St median fence	Muir St fence was added to try and stop Holy Cross pupils crossing the road outside designated crossings. Since secondary school has moved west, fence is obsolete and a barrier to cycling from Montrose Crescent east onto Muir St or from Furlongs/Muir St shared path west to Montrose Cres. Also, median is quite wide wasted space.	43931	55.7792,- 4.04355
Things I don't like	Almada St congestion	I've seen it gridlocked whole length of street westbound in evening peak despite four lanes. Can't widen street in many places so what are we to do? Can we afford to spend millions tunnelling underground or building double decker roads? Or spend thousands improving alternatives and reducing number of short car journeys so those	43931	55.7784,- 4.05032

TYPE	TITLE	CONTENT	ADDED BY	POSITION
		who do have to drive have less cars in front of them?		
Things I don't like	Expensive parking	Parking should be free in town centre areas	43928	55.7746,- 4.03242
Things I don't like	Proposal to block this street off	Keep it open!	43928	55.7702,- 4.03488
Things I don't like	junction onto m74	would be useful here, especially to access station	43928	55.7646,- 3.98997
Things I don't like	Pedestrian crossing causes delays	Pedestrian crossing here causes delays and takes too long, should be removed	43924	55.7794,- 4.04615
Things I don't like	Remove speed bumps		43924	55.7714,- 4.0943
Things I don't like	upgrade bridge to 4 lanes	bridge acts as a bottleneck, must be expanded	43924	55.7959,- 4.0578



TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I don't like	no room for cycle lane here, residents need car parking	previous suggestion about adding cycle lane is stupid and will massively inconvenience residents (of which i am one)	43924	55.7657,- 4.04156
Things I don't like	Road is only one lane heading into town	Wide median could be used for additional lane heading into town to reduce traffic delays	43923	55.7835,- 4.0843
Things I don't like	Parking	Plenty of room for a car park to be built for people picking / up dropping off at schools here	43923	55.7648,- 4.06448
Things I don't like	Lack of parking	Parking badly needed around hamilton west	43923	55.7779,- 4.05584
Things I don't like	Proposal to block off this street	This street is an essential link for my community and should be kept open so cars don't need to go through busy town centre to access their homes. Road should be made two way	43923	55.7704,- 4.03457
Things I don't like	Wide central median	Wide central median could be converted to third lane for traffic leaving hamilton. Traffic often backed up here so extending the third lane from roundabout back to lights could give more space for cars and keep things moving	43923	55.7747,- 4.03178
Things I don't like	Auchinrath road	Little or no cycle infra. Plenty of scope to include in this wide residential road and to also improve traffic calming.	43921	55.7897,- 4.08511

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I don't like	Shared cyclepath	Poor quality shared infrastructure, with give ways at every minor crossing. Pointless	43921	55.7934,- 4.0682
Things I don't like	Connection to other infra	No proper or considered connection to new Raith cycle paths	43921	55.7954,- 4.05687
Things I don't like	Paths in Bothwell Rd Park	Paths were narrow and really rough last time I cycled there. If they were wide and smooth, like ones at Bothwell Rd entrance, this could be a more useful link through to Auchinraith Ave.	43920	55.7845,- 4.05197
Things I don't like	Path from Ballantrae Rd floods frequently	Any time I've used it the path in dip is covered by puddle (looks like it is in aerial photo too). Can go round it on grass but poor since it's part of main signed route.	43920	55.7857,- 4.08315
Things I don't like	Steps without ramp	Loads of space to make it a ramp for accessibility – poor.	43920	55.7779,- 4.0292
Things I don't like	Wasted space next to Low Patrick St	Should be used for protected cycleway round edge of Regent Centre car park, north behind billboards, to link with cul-de-sac of Townhead St. This would be a really useful route towards Castle St and Strathclyde Park.	43920	55.7739,- 4.03218
Things I don't like	Duke St median	Wastes space and makes pedestrians wait twice to cross road. Should be removed and space used	43920	55.7738,- 4.03481

TYPE	TITLE	CONTENT	ADDED BY	POSITION
		for protected cycleway on one or both sides of road.		
Things I don't like	Tight corner at High Patrick St	Steep turn – not enough space for pedestrians to wait at lights and let people walk past. Main walking route between Silvertonhill and Chatelherault Country Park (as no connection east between them). Development was allowed right to edge of pavement so solution could be build-out at corner, remove traffic island and make roads back to 2-lane. If Silvertonhill Ave rat run is blocked there would be less traffic.	43920	55.7733,- 4.03341
Things I don't like	Parking cost	Parking in town centre costs too much, should be free	43916	55.7736,- 4.04078
Things I don't like	Speed limit	bothwell road speed limit should be 50mph	43916	55.7838,- 4.04796
Things I don't like	Speed limit	This is a relatively isolated road with no houses facing on to it - speed limit should be 40mph	43915	55.7796,- 4.06456
Things I don't like	Remove restriction	This road is bus only between 8am - 5pm. This should be removed and re-opened to all vehicles 24/7	43915	55.7766,- 4.03548
Things I don't like	speed bumps	speed bumps should be removed, damages cars	43915	55.7756,- 4.09786

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I don't like	lots of hgv traffic/road is narrow	Road should be made a dual carriageway and act as a distributor road connecting EK expressway to south of hamilton	43915	55.7786,- 4.1106
Things I don't like	Road narrows to one lane	Can the road be widened to two lanes here to improve traffic flow like the other roads nearby	43915	55.7797,- 4.04486
Things I don't like	Not enough car parking	Need more car parking at Hamilton West	43915	55.7795,- 4.05584
Things I don't like	Peacock Cross - less than 10 seconds to cross on green man	Not long enough to walk across Almada St. I've seen older people struggle to get across before lights change and drivers have revved engines or moved forwards at them.	43908	55.7779,- 4.0531
Things I don't like	Wide median wastes space that could be used for cycle route	Current cycle route is shared path on pavement. Narrower median could allow lane and parking to be moved and protected cycleway put next to pavement.	43908	55.7836,- 4.08486
Things I don't like	Improve surface of path to make it more suitable for cycle and pedestrian use particularly now there is additional residential development in the area		43906	55.756,- 4.06113
Things I don't like	lack of cycle parking at station		43906	55.7788,- 4.05449
Things I don't like	Pollock Avenue crossing	The traffic on the road is fast, there are no traffic lights, barriers in the way to get around. It is	43905	55.7782,- 4.0649

TYPE	TITLE	CONTENT	ADDED BY	POSITION
		almost like they don't want people using this path to get from Earnock Street into town.		
Things I don't like	Rat running on High Patrick St	Used as short cut to Gateside St/Silvertonhill Ave so has faster/heavier traffic and more wear and tear than it would have if it was local access road only.	43902	55.7727,- 4.03394
Things I like	Low Waters Rd car park	Lots of spaces for folk who can walk their length and get to takeaways/chippy/shops. More spaces to east of Low Waters Rd on entrance road to industrial estate.	43931	55.7605,- 4.04629
Things I like	Good road design	4 lanes keeps traffic moving on busy road, minimises delays	43929	55.7786,- 4.04951
Things I like	Upgrade road to two lanes	Road should be dual carriageway like it is further along. Often traffic delays at peak hours	43924	55.7803,- 4.09583
Things I like	Clydesdale Street	Can't agree with other comments - road needs to be wide to accommodate picking up / dropping off at train station and all three lanes are often full and well used during morning and evening peak times. Good piece of road.	43924	55.7798,- 4.05041

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I like	Road too small	Road should be expanded to two lanes each direction as it is further up Hillhouse Road	43923	55.7805,- 4.09634
Things I like	Lights take too long	The lights are all stuck on red for a while which delays cars. Green man crossing time is also too long.	43923	55.7778,- 4.0536
Things I like	Wide median	Wide median is good for road safety and keeps high amounts of traffic travelling in opposite directions safely apart. Should be kept for road safety reasons.	43923	55.7738,- 4.03473
Things I like	Increase speed limit	Road is wide and no properties adjacent. Speed limit should b e raised to 40mph	43923	55.7688,- 4.01529
Things I like	Good parking to support local businesses	Road has excellent parking making it easy to visit local businesses. Don't take it away for a cycle lane!	43923	55.7609,- 4.0455

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I like	Convert wide median to third lane uphill	There is enough space to convert the wide median of this road to a second lane going uphill to improve traffic flow and reduce delays to cars	43923	55.7638,- 4.04289
Things I like	Wide street, has good parking	keep parking as is.	43923	55.7682,- 4.04202

## **APPENDIX B3 - HAMILTON ACTIVE TRAVEL NETWORK PLAN – STAKEHOLDER INPUT REPORT**



**SYSTRA**



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A workshop was planned to take place on 18th March 2020, to gather the views and ideas of stakeholders on active travel in Hamilton. Discussions during the workshop were anticipated to help us understand what are the physical barriers to walking cycling and wheeling more, what assets and opportunities we could build on, and gather ideas and relevant ongoing projects.

The workshop had to be cancelled as the COVID-19 pandemic progressed and was replaced with email contributions, supported by a document outlining the study to date, sent to all stakeholders.

The invitation to contribute and documentation was sent to: local councillors and MSPs, Hamilton Community Councils, South Lanarkshire Disability Access Panel, SPT, Brighter Bothwell Community Group, Hamilton BID, NHS Lanarkshire Bike User Group, ScotRail, Policy Scotland, relevant South Lanarkshire Council departments, Hamilton Grammar School, Holy Cross High School, John Ogilvie High School, Cycling Scotland, Happy n' Healthy Community Development Trust, Get Walking Lanarkshire, New Roots - Neilsland & Earnock Heritage Group, Go Bike, Strathaven Cycling Group, and Sustrans.

Contributions were received in early April 2020 from SLC Countryside Ranger Service, SPT, ScotRail, a Sustrans volunteer, New Roots – Neilsland and Earnock Heritage Group, Get Walking Lanarkshire, NHS Lanarkshire, and Brighter Bothwell community group.

The comments received are reproduced below by theme. A map showing location-based comments is included at the end of the report.

## 1. MAIN BARRIERS

1.1.1 *What do you think are the main barriers to more cycling, walking, wheeling in Carluke? These can be physical barriers in general terms or location-specific ones.*

### 1.2 SPT

1.2.1 The majority of cycle paths in Hamilton itself are either on shared paths – in many cases pavements - or along quieter roads, none of these options are ideal to encourage greater walking, wheeling or cycling.

1.2.2 With regard to the Bothwell Road there are numerous challenges as regards side streets, driveways, bus stops and street furniture which makes this particular route potentially unattractive.

1.2.3 Similarly the National Cycle Route avoids the Town centre- for perhaps good reason given that the road system in Hamilton dates from an era when gyratory routes and one way loops were popular and has led, in many instances to faster, wider roads and – for pedestrians, wheelers, and cyclists – greater potential physical danger on the streets. Furthermore Hamilton's local topography is not ideal for cycling or wheeling given it is banked close to rivers with gradients from surrounding hills.

### 1.3 Local Sustrans volunteer

1.3.1 further improvements needed to allow safe travel to schools. Enforceable 20mph zones should be introduced in residential streets. Poorly surfaces footways.

## 1.4 Get Walking Lanarkshire

1.4.1 The current cycling infrastructure (or lack of infrastructure) is not suitable for commuting by bike on a daily basis. If you only cycle once in a blue moon then you're likely to put up with the inconvenience, or even see it as part of your 'adventure'. For commuting (or cycling to school) infrastructure should be convenient and allow for a smooth journey that is not interrupted by obstacles and impracticalities. A snapshot of this from my daily cycle ride to work under Question 4 [ideas/suggestions]. I'm sure there are more examples like this from other parts in Hamilton.

## 1.5 NHS Lanarkshire bike user group

1.5.1 Lack of road safety – specifically:

- Lack of crossings (including toucan crossings for cycling) especially on busier main roads. Also, green man phases that are too short to let you reach other side of road, like at Peacock Cross.
- Lack of quality active travel infrastructure, including in many new road schemes.
- Lack of cycle parking near many local shops and some public buildings like Town House or Low Parks Museum.
- Lack of footbridges over burns and railway (except at Hamilton Central) restrict route choices to busier roads.
- Lack of maintenance of footpaths including surfaces, litter/glass, overgrown foliage, flooding and gritting in winter. If paths are seen as unsafe/unusable it forces people to use busier roads.
- Lack of enforcement on illegal/bad parking, which can block pavements, drop kerbs, paths, etc.

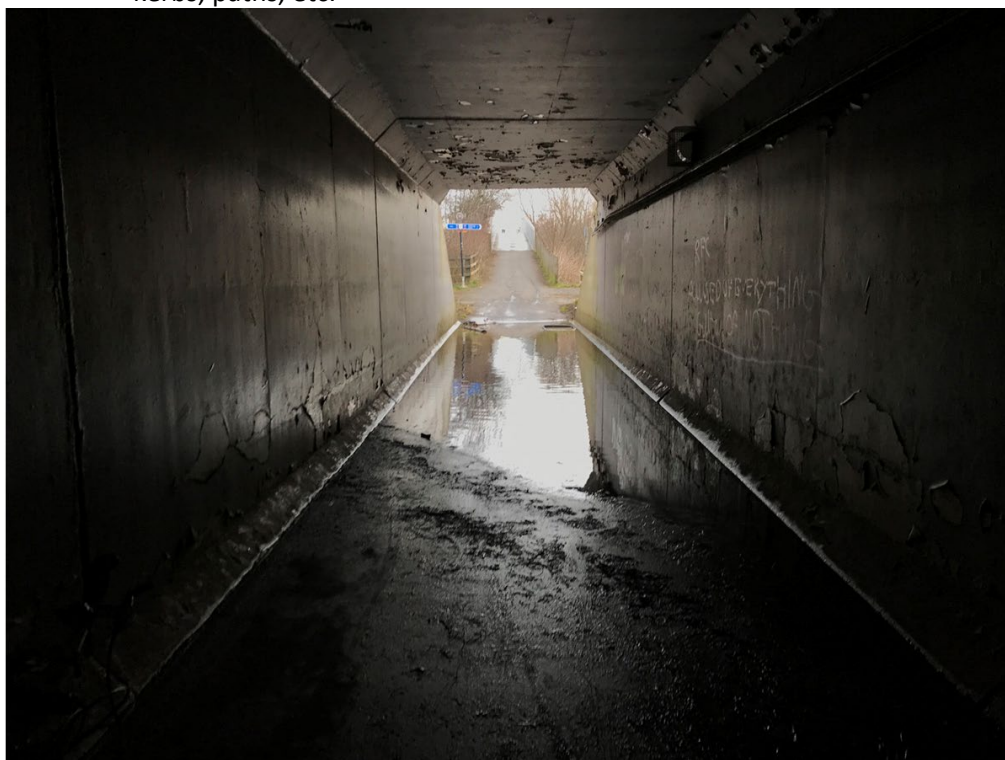


Figure 1. Flooding in underpass to Strathclyde Country Park



**Figure 2. Muddy path under A723 bridge**

- 1.5.2 COVID-19's effect on road traffic has shown there is 'pent-up' demand to cycle in local areas if roads are safe enough. This includes all ages and backgrounds, particularly families who wouldn't cycle in their areas with the previous traffic levels, especially on road. Segregated/protected cycleways on main roads would offer dedicated, safe space for people to continue to cycle all year, with fewer personal safety issues than off-road paths.

## 2. ASSETS

2.1.1 *What assets could we build upon to make the town more walkable/cycling/accessible? These could be existing attractive routes, or path/alignments with potential for upgrade, attractive parks, etc.*

### 2.2 SPT

2.2.1 It should be acknowledged that the current routes to leisure opportunities in Strathclyde Park and down by the riverside are probably adequate and serve the leisure/recreation purpose for which the park is primarily designed.

### 2.3 Local Sustrans volunteer

2.3.1 Generally, despite increased traffic levels, the cycling/walking infrastructure in Hamilton and surroundings has improved in recent years.

### 2.4 Get Walking Lanarkshire

2.4.1 To encourage cycling to work for people who live in Hamilton and work in Motherwell, the NCN74 cycle path from Hamilton Palacegrounds is a great asset. Realistic access to the NCN74 cycle path from Hamilton is at the Furlongs roundabout and at the Low Waters Museum roundabout. You could then look how to provide convenient and direct cycle routes to these access points along the roads leading to them.

### 2.5 SLC Countryside Ranger Service

2.5.1 Main barriers to active travel are: Perception of safety, road/pavement/track conditions, weather, topography, motivation, time etc.

### 2.6 NHS Lanarkshire bike user group

2.6.1 Existing paths could be widened/upgraded around Burnbank, Springwells (around Ballantrae Rd), Hillhouse/Earnock, Fairhill and Woodhead Green (especially with footbridge across Cadzow Burn to St Peter's school). Could also upgrade paths in parks like Bothwell Rd Park, Eddlewood Park and the park at Whitehill Rd (former rail line). Paths should be added across 'the field' in Silvertonhill (if agreed with residents/Low Waters Feuars Association).

2.6.2 Chatelherault and Strathclyde Country Parks are used by a lot of people walking and cycling. A segregated cycle route from Chatelherault station to the hunting lodge would improve access. The visitor centre could be a good site for a cycling hub. The paths between Chatelherault and Strathclyde Country Park are scenic and useful but let down by sections that flood, Especially at the A723 bridge and the M74 underpass, which can cut off people from Hamilton walking or cycling to Strathclyde Loch.

2.6.3 Adding segregated cycle lanes around the corner at the Low Parks Museum would help avoid conflict between people walking and cycling on the current narrow shared path. Since the underpass at Asda is blocked, better signage of route to Low Parks is needed. The filtered route into Strathclyde Park along The Furloughs is good downhill but steep uphill. Mausoleum Drive rat run to motorway services should be blocked and bollards

replaced at paths. If Mausoleum restoration goes ahead, any visitor centre could include a bike hub.

- 2.6.4 Cadzow Glen/Cadzow Burn is a nice green space but has no accessible through route due to steep trail with steps off Union St to south. It had a path at east to Strathmore Rd path but west is blocked at the car park entrance road off Auchingramont Rd. A cycle route at north between Common Green and Back Row/Fore Row to Muir St would be a useful link past the Town House. A route could potentially continue from the crossing through old Holy Cross school gate up to Tom McCabe Gardens towards Bothwell Rd. The wide steps next to the Town Hall/Library into the glen were closed years ago due to anti-social behaviour (which continues to affect the caged stairs next to the Keith's building and under the bridge). If the landmark Keith's building could be renovated it would be a great community/leisure hub with potential to link green space and streets (a bit like the White House in Maryhill).
- 2.6.5 The South Haugh is another green space which is cut off by busy roads/junctions at Palace Grounds. It's quite hidden behind the tennis and bowling clubs and housing at Smithycroft. New paths could help make South Haugh more accessible.
- 2.6.6 The Duke's monument and former Barncluith Lodge/Gardens have restricted access. A link to Silvertonhill in west could potentially connect to walking paths that lead east to railway bridge by the river and Old Avon Bridge. Alternatively, it could link south to paths towards bridge at Cadzow Castle. It could be desirable for walking (and maybe cycling if paths are improved) as it would cut distance between Silvertonhill and Chatelherault and avoid busy Carlisle Rd/A72. However, the link would require a footbridge to be built over the Meikle Burn from openings off Covanburn Ave or Cheviot Rd.

### 3. KNOWN/PLANNED CHANGES

- 3.1.1 *Are there any planned changes or interventions your organisation is involved in/knows about to take into account? These could be things which would help or may become a constraint or challenge to encouraging walking and cycling.*

#### 3.2 NHS Lanarkshire bike user group

- 3.2.1 NHS Lanarkshire is registered as a Cycle Friendly Employer with a current CFE grant-funded project in progress (at Hairmyres). Once completed, NHSL will be able to make a further bid and look at bike parking at other sites, such as Udston Hospital, Douglas St CHC, 14 Beckford St, Beckford Lodge/Caird House, etc.
- 3.2.2 Beckford Lodge mental health inpatient unit has a bike workshop. Service users are guided to work on bicycles as part of their recovery. This is an internal service at the moment.
- 3.2.3 The development of a bike pump track in Strathclyde Park by Socialtrack/North Lanarkshire Council is likely to attract more young people to cycle to the park from Hamilton/surrounding areas.

### 4. IDEAS/SUGGESTED IMPROVEMENTS

- 4.1.1 *What ideas do you have for specific improvements to the town which would make the most difference to walking and cycling? These could be large scale (eg: a new route*

*connecting two key destinations) or small intervention (dropped kerbs, signage, etc). Can you tell us why you think this/those interventions would make the most difference?*

## 4.2 SPT

4.2.1 As a priority consideration should be given to finding safe segregated off or on-road routes particularly serving the areas of highest demand – schools, colleges (albeit now located distant from the Town itself), retail, jobs and public transport connections – Hamilton Bus Station/Hamilton Central Rail Station interchange and Hamilton West Rail station. These routes should not be dictated by the current loop and one way system but should offer the shortest and most direct routes through and around the town centre and should be engineered to the highest possible safety standards and rigorously policed.

## 4.3 Local Sustrans volunteer

4.3.1 More emphasis on segregated cycle lanes in and around the town.

4.3.2 Need to ensure walking/cycling provision in CGAs connect to the existing network where this exists.

## 4.4 New Roots - Neilsland & Earnock Heritage Group

4.4.1 There is a fantastic opportunity to upgrade the disused railway line linking Wellhall Road to Strathaven Road in Hamilton. This route is currently used by local residents for informal recreation but there is a huge opportunity to upgrade this route for all cyclists and wheelers.

4.4.2 There is a 'missing link' between this footpath, which is part of the Core Path Network, and the extensive footpath network at Chatelherault Country Park and the National Cycle route. Upgrading Wellhall/Strathaven route would allow for local connectivity to 3 primary schools (St Marks, Woodhead & St Peter's) as well as links to and from Fairhill Lifestyles/Library etc. Linking SIMD areas with high quality greenspaces via an upgraded walking/cycling route would bring additional health benefits. The route passes by the Community Growth areas to the west of Hamilton and would offer recreational opportunities from new residential developments also.

4.4.3 The existing path link between Wellhall Road and Strathaven Road is approximately 3km of disused railway line which is entirely in the ownership of South Lanarkshire Council. There is a 'missing link' of about 1km (in private ownership) that would be required to link this route to Chatelherault Country Park. There is then approx 1.6km of Forestry track within the country park which would require upgrading.

4.4.4 In total there is the opportunity to develop a 6km walking, cycling, wheeling route linking some of the most deprived areas of Hamilton with Chatelherault Country Park, the National Cycle route NCR74 and surrounding communities of Larkhall and beyond."

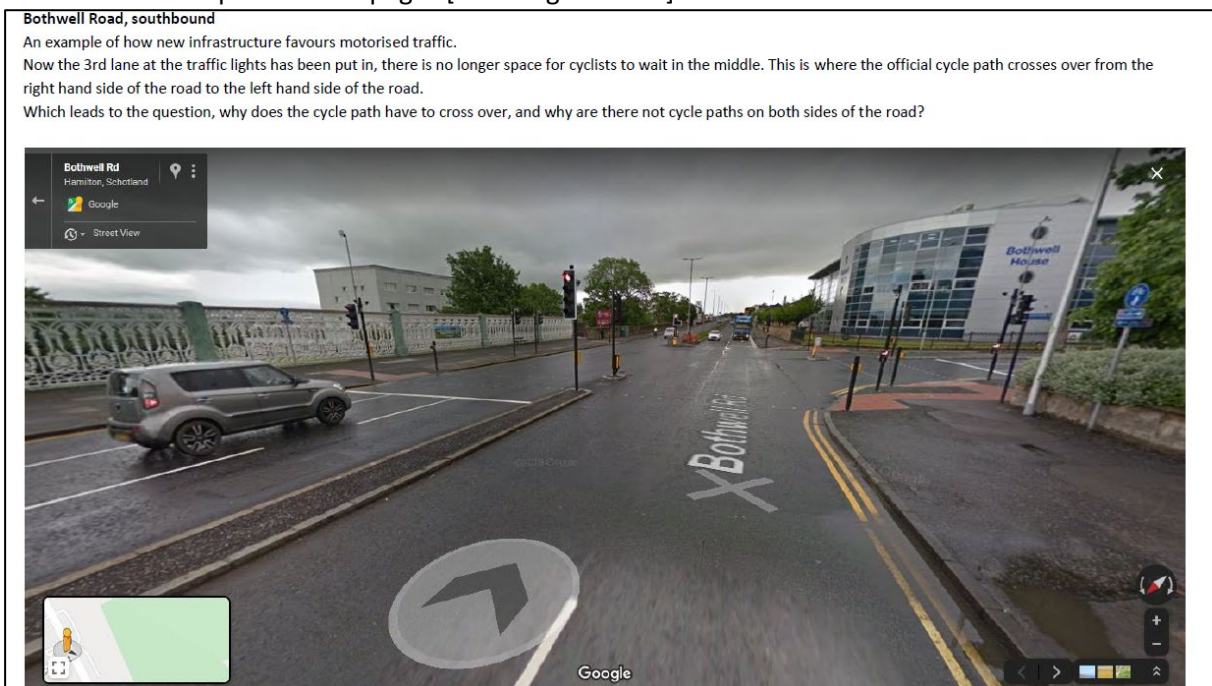
## 4.5 Brighter Bothwell Community Group/local Sustrans volunteer

- Good quality direct segregated cycle lanes are required preferably on existing roads and through the town centre. SLC have a penchant for using footpaths!
- Propose banning all cars around primary schools at the same time providing safe cycle routes to the schools.

- A direct on road cycle route to East Kilbride is essential. The existing one is poor.
- Links to SLC HQ in Almada Street from NCR74 would be good.
- Routes from Hamilton ( & Blantyre) train stations to the new University campus.
- As you will have noticed there has been a huge upsurge in cycling due to the pandemic. Perhaps this will encourage SLC to divert funding from their roads budget to safe cycle routes.

## 4.6 Get Walking Lanarkshire

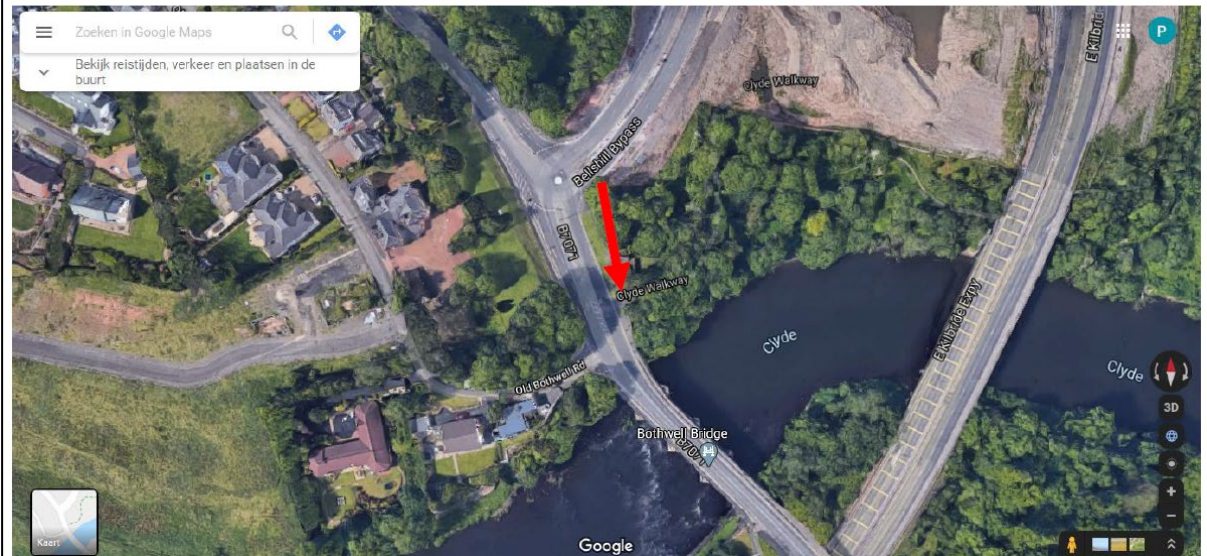
4.6.1 General remarks: - Segregated cycle lanes are preferred, rather than shared use paths. Pedestrians don't like shared used paths. - If shared use paths are introduced, they need to be wide enough to generously accommodate for both cyclists and pedestrians. They have got to be more than an existing pavement with a bike symbol painted on it. - Most roads and shared use paths on pavements have an adverse camber. In icy conditions this is quite dangerous for anyone not on four wheels. For example, the pavement/ shared use path along Bothwell Road. - Most drains on roads are exactly in the path of cyclists, with lots of them not flush with the road, this makes for a bumpy ride or necessitates swerving out further into the road to avoid them. - It would be nice if speed bumps in roads could leave a space for cyclists to pass without having to go over the bump. Specific examples on next pages [see images below].





## Bothwell Road

Cycle path joins southbound carriageway, but there is no dropped kerb.



## Bothwell Road, southbound

An example of awkwardly trying to fit in cycling infrastructure. Not enough space for people to wait for the bus and for cyclists to pass at the same time.



## Bothwell Road, southbound

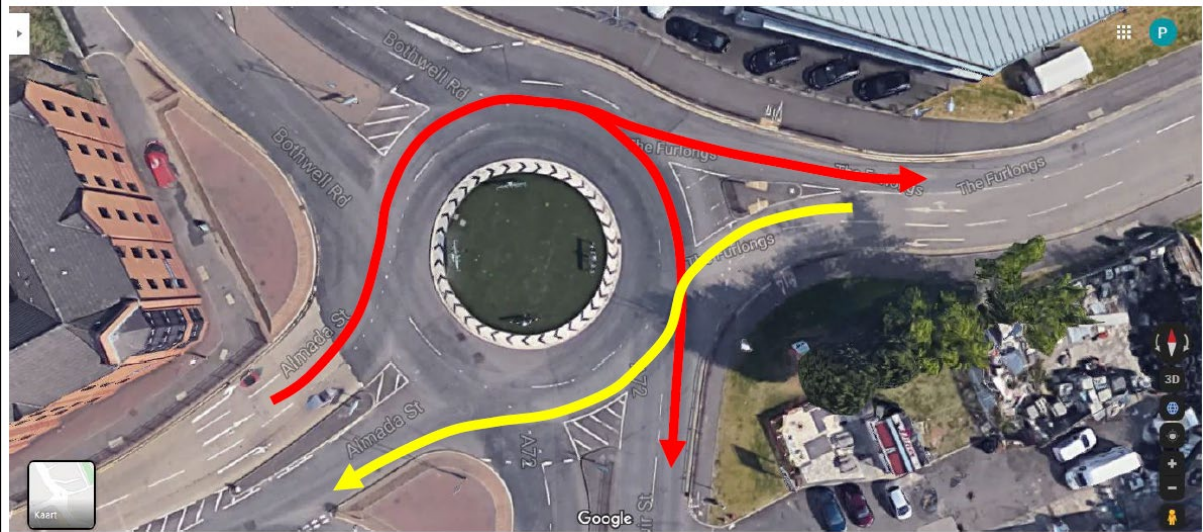
Example of a cycling unfriendly environment. At every entry/exit to the garages cyclists need to give way to cars that are turning into/ coming out. It favours driving not cycling. Some more examples of this are on Bothwell Road northbound at the industrial estate there. The same applies to Leechlee Road.



**Conclusion:** The provisions for cyclists on Bothwell Road are not great, so I cycle on the road.

## Roundabout Furlongs, Bothwell Road, Almada Street, Muir Street

A busy roundabout at the best of times. A cyclist (yellow) wanting to go from the Furlongs to Almada Street has very little chance, as cars (red) in the middle lane of Almada Street are most likely to take the 3rd exit into Muir Street, rather than the 2nd exit into the Furlongs.



## Junction B7071 with Muir Street at Lidl

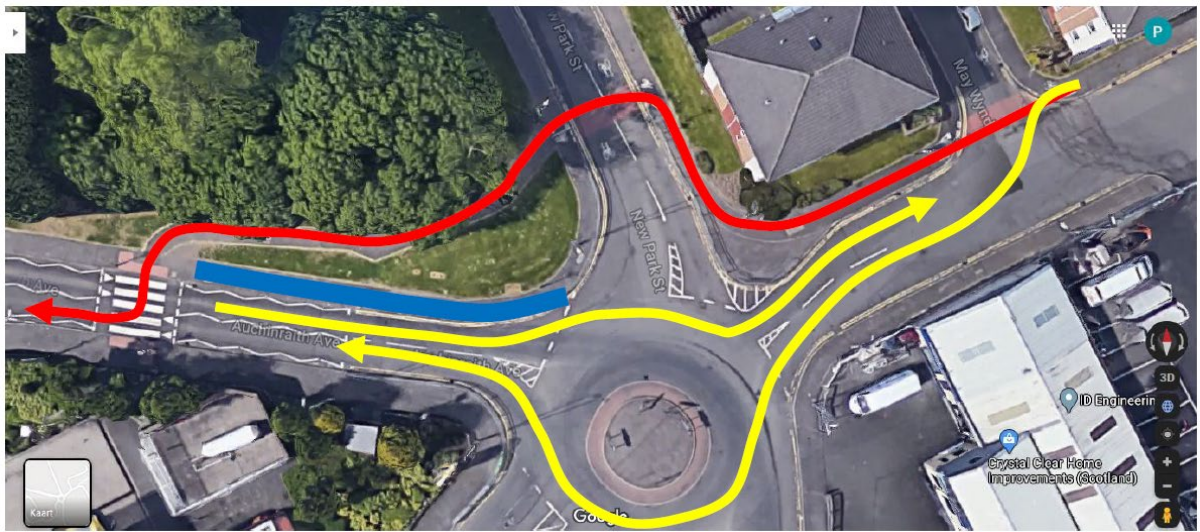
It would be good if there was a cycle box at the traffic lights on the B7071 to allow cyclists to get into the right hand side lane on Muir Street ahead of traffic behind them for continuing into Bothwell Road further on.



## Roundabout at Morrisons

The cycle route (red) is not practical and it is on the same pavement that is used by children/ students who go to Beckford Primary School or Holy Cross High School. During the morning commute it is impossible to cycle on the shared path. This is an example of over-engineering. It is quite safe to cycle from May Gardens via the roundabout into Auchinraith Avenue or vice versa (yellow).

What would help is though is to use the eastbound pavement on Auchinraith Avenue in between the zebra crossing and the roundabout to widen the road to accommodate a cycle lane (blue) on the road (not on the pavement). It is a busy road in the morning and moving cars/ cars waiting at the roundabout don't leave enough space for cyclists to pass on the inside to get to the roundabout. You're stuck and left to inhale the fumes. The shared use path could then be just for pedestrians. The remaining stretch of pavement turning into New Park Street to where it meets with the shared use path could be removed. To prevent cars using the cycle lane, a kerb could separate the lanes.



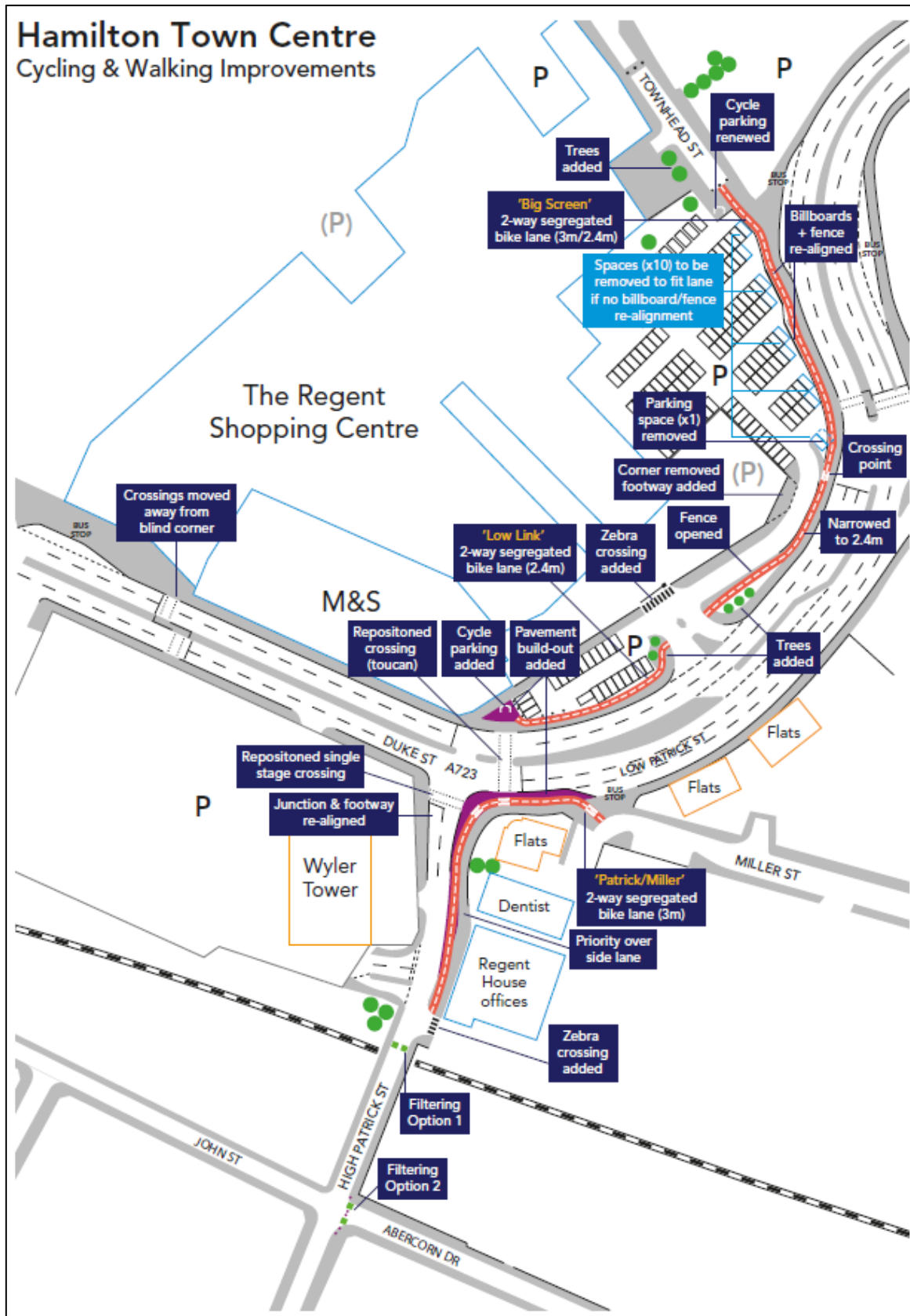
## 4.7 SLC Countryside Ranger Service

4.7.1 More well kept, accessible greenspaces to walk/cycle through. Improved paths tracks for wheelchairs users and elderly to access.

4.7.2 Improved signage. Improved paths/tracks in local greenspaces, allowing care homes to access with elderly residents and nurseries with children.

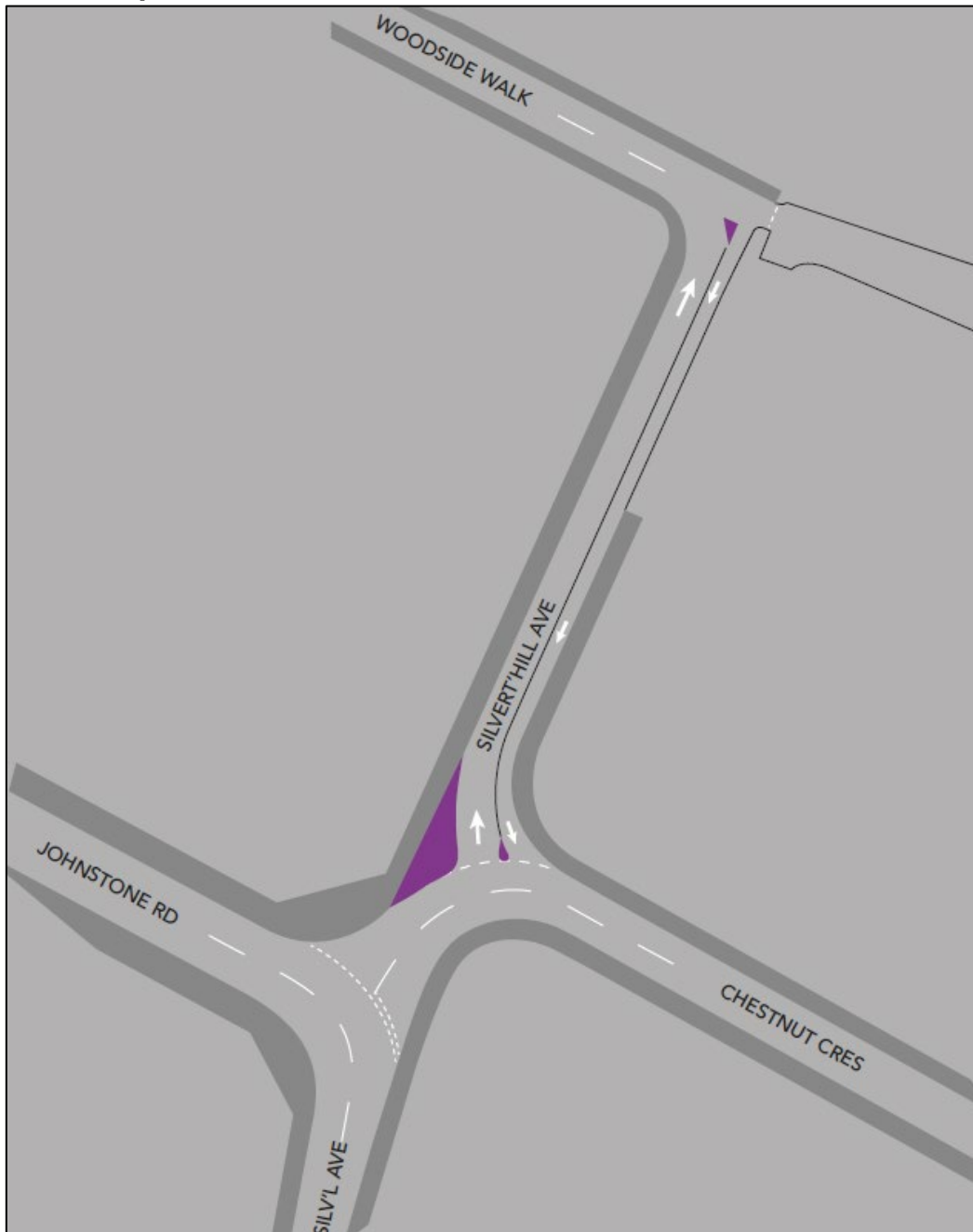
## **4.8 NHS Lanarkshire bike user group**

- 4.8.1 A new route in town centre around the edge of car parks on Low Patrick St to Townhead St. It could help connect between Silvertonhill/Barncluith and Strathclyde Park. See attached page in PDF [see image below].

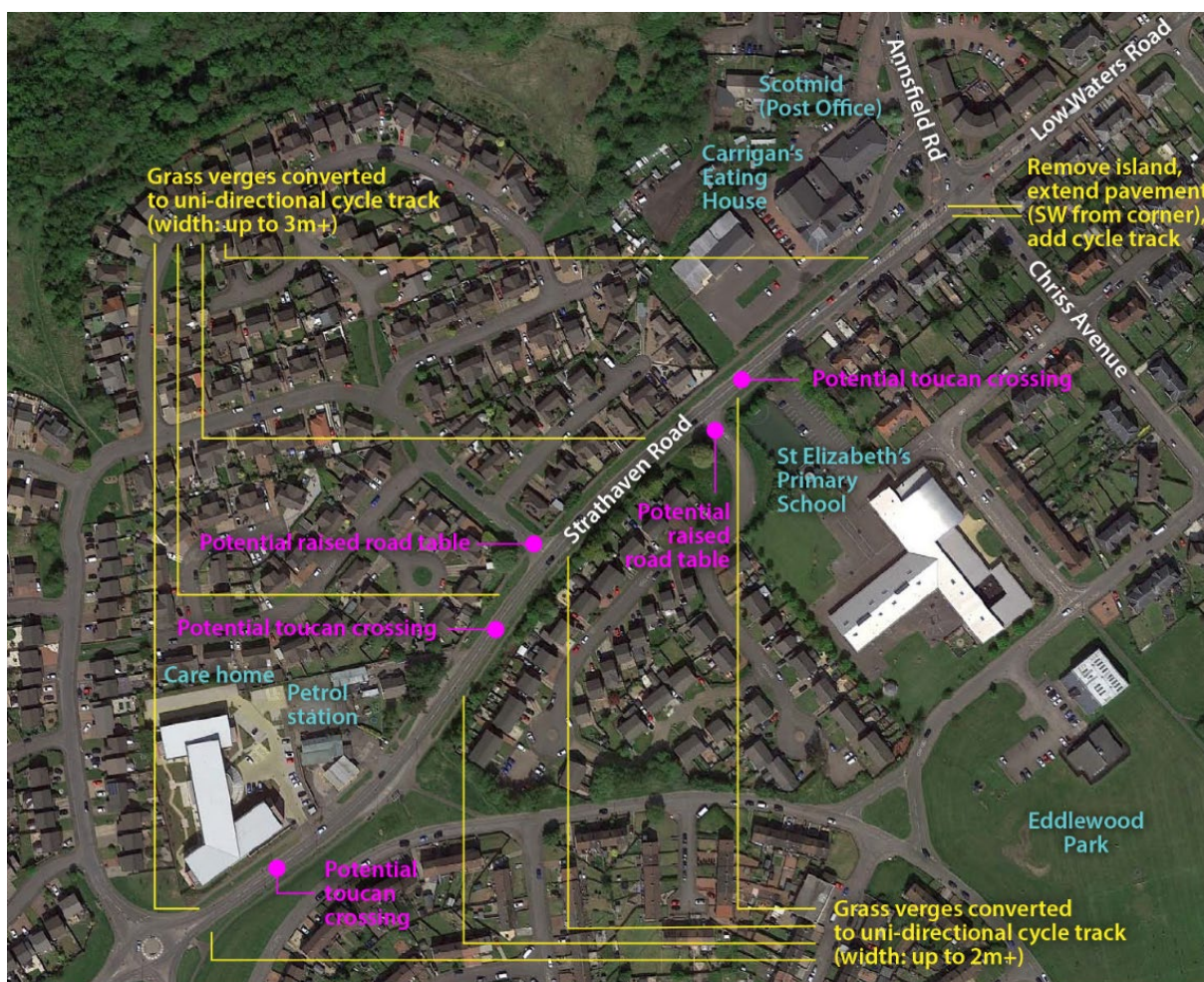


4.8.2 A segregated contraflow cycle lane on the 1-way part of Silvertonhill Avenue would allow cycling south from town centre. Just now, the 1-way north to Woodside Walk means cyclists coming back from High Patrick St have to dismount to go south. Alternatives are

very busy Gateside St or steeper Chestnut Cres. See attached page in PDF [see image below].



- 4.8.3 A723 corridor: Portland PI/Low Waters Rd/Strathaven Rd – needs protected cycleway. Preference would be on-road segregation its whole length (roads are wide enough). Middle section of Low Waters Rd is ~15m wide so if we can't fit bike lanes there we should all give up. Elsewhere, alternatives include Morris St to Scott St and Scott Grove/Tuphall Rd or Burnblea St/Burnblea Gdns paths (to avoid some/all of Portland PI). Cadzow Brig could maybe be avoided using car park/Jack St (with repositioned bus stops). The industrial estate to Hutchison St is quite out the way. Upper section on Strathaven Rd could convert grass verges to bike lanes (with low planting in line between lampposts). See attached JPEG image. [see images below].



## 5. FURTHER COMMENTS

5.1.1 *Do you have any other comments?*

## 5.2 NHS Lanarkshire bike user group

5.2.1 Lack of action against aggressive drivers can inhibit people from walking or cycling.

5.2.2 Lack of respect for walking and cycling in local press/social media, puts people off asking for improvements.

5.2.3 This will need local people to speak out in favour of it when resistance starts on social media/local press to avoid it becoming a negative story. SLC Comms people need to be briefed ahead of time and proactive.

## 6. OTHER CONTRIBUTIONS

6.1.1 ScotRail and the Carluke BID sent the following responses which do not quite fit within the themes used above.

## 6.2 Scotrail

6.2.1 *ScotRail provided a single response for the three town studies, with comments applying to all unless otherwise stated.*

6.2.2 Thanks for the opportunity to feed back. We are not a local business or community organisation based in any of the three towns, so we've kept our feedback a bit more generic, and haven't marked up the documents or answered each individual questionnaire. The below applies to all 3 towns, except where stated:

- We welcome any focus on active travel infrastructure in Lanark, Carluke, and Hamilton, and it is important that any investment puts links to transport hubs such as rail stations at the heart of the approach. This will be key to incentivising alternatives to single occupancy car trips to the station, and to reducing congestion and pollution at and around rail stations at peak travel times.
- Both Lanark and Hamilton benefit from co-located bus and rail hubs. We'd hope that the concentration of trips this creates will help to build an even stronger case for improved active travel links than if they were in separate locations
- For Hamilton especially, as well as commuting there is significant actual and potential inbound traffic by rail – for example for the town centre itself but also the new University of West of Scotland campus, which is not ideally located for the rail network. High quality active travel links from Hamilton Interchange to the campus and to other nearby trip generators would be welcome, and for some this may tip the balance away from making the entire journey by car.
- Consideration could be given to creation of active travel hubs and cycle hire facilities (similar to the ones at Falkirk or Stirling), particularly at Hamilton Interchange where there is a large number of bus and rail passengers
- New housing development is referred to across South Lanarkshire, plus other initiatives such as Hamilton Green Masterplan. It is essential that the design of these new developments does not inadvertently encourage car use as with some other developments across Scotland, and that good quality routes to transport hubs for walking and cycling are built in from the outset
- There are no significant train service developments planned for the short and medium term in Hamilton, Carluke and Lanark. However, as you might be aware our new class 385 electric trains are deployed on many trains serving Carluke and Lanark, bringing improved on board facilities and extra capacity on some trains



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**Other locations:**

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**Northern Europe:**

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**Southern Europe & Mediterranean: Algiers, Baku, Bucharest,**

Madrid, Rabat, Rome, Sofia, Tunis

**Middle East:**

Cairo, Dubai, Riyadh

**Asia Pacific:**

Bangkok, Beijing, Brisbane, Delhi, Hanoi, Hong Kong, Manila,  
Seoul, Shanghai, Singapore, Shenzhen, Taipei

**Africa:**

Abidjan, Douala, Johannesburg, Kinshasa, Libreville, Nairobi

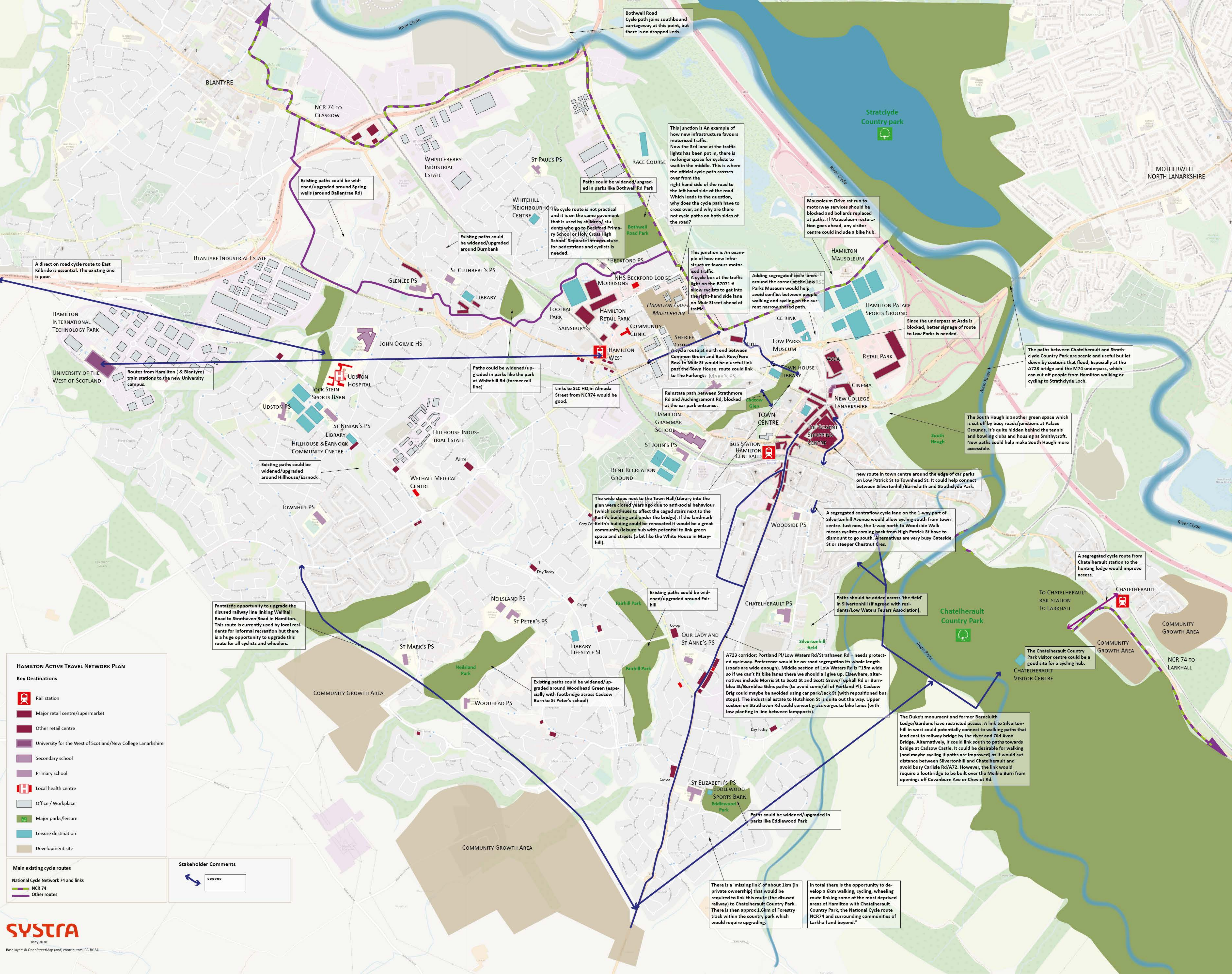
**Latin America:**

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Washington

**SYSTRA**



**HAMILTON ACTIVE TRAVEL NETWORK PLAN**

**Key Destinations**

- Rail station
- Major retail centre/supermarket
- Other retail centre
- University for the West of Scotland/New College Lanarkshire
- Secondary school
- Primary school
- Local health centre
- Office / Workplace
- Major parks/leisure
- Leisure destination
- Development site

**Main existing cycle routes**

- National Cycle Network 74 and links
- NCR 74
- Other routes

**Stakeholder Comments**

xxxxxx

A direct on road cycle route to East Kilbride is essential. The existing one is poor.

Routes from Hamilton (& Blantyre) train stations to the new University campus.

Existing paths could be widened/upgraded around Springwells (around Ballantrae Rd)

Existing paths could be widened/upgraded around Burnbank

Paths could be widened/upgraded in parks like the park at Whitehill Rd (former rail line)

Existing paths could be widened/upgraded around Hillhouse/Earnock

Fantastic opportunity to upgrade the disused railway line linking Wellhall Road to Strathaven Road in Hamilton. This route is currently used by local residents for informal recreation but there is a huge opportunity to upgrade this route for all cyclists and wheelers.

Existing paths could be widened/upgraded around Woodhead Green (especially with footbridge across Cadzow Burn to St Peter's school)

Existing paths could be widened/upgraded around Fairhill

Paths could be widened/upgraded in parks like Eddlewood Park

There is a 'missing link' of about 1km (in private ownership) that would be required to link this route (the disused railway) to Chatelherault Country Park. There is then approx 1.6km of forestry track within the country park which would require upgrading.

In total there is the opportunity to develop a 6km walking, cycling, wheeling route linking some of the most deprived areas of Hamilton with Chatelherault Country Park, the National Cycle route NCR74 and surrounding communities of Larkhall and beyond."

The wide steps next to the Town Hall/Library into the glen were closed years ago due to anti-social behaviour (which continues to affect the caged stairs next to the Keith's building and under the bridge). If the landmark Keith's building could be renovated it would be a great community/leisure hub with potential to link green space and streets (a bit like the White House in Maryhill).

A segregated contraflow cycle lane on the 1-way part of Silvertonhill Avenue would allow cycling south from town centre. Just now, the 1-way north to Woodside Walk means cyclists coming back from High Patrick St have to dismount to go south. Alternatives are very busy Gateaside St or steeper Chestnut Cres.

Paths should be added across 'the field' in Silvertonhill (if agreed with residents/Low Waters Feuars Association).

A723 corridor: Portland Pl/Low Waters Rd/Strathaven Rd - needs protected cycleway. Preference would be on-road segregation its whole length (roads are wide enough). Middle section of Low Waters Rd is "15m wide so if we can't fit bike lanes there we should all give up. Elsewhere, alternatives include Morris St to Scott St and Scott Grove/Tuphall Rd or Burnblea St/Burnblea Gdns paths (to avoid some/all of Portland Pl). Cadzow Brig could maybe be avoided using car park/Jack St (with repositioned bus stops). The industrial estate to Hutchison St is quite out the way. Upper section on Strathaven Rd could convert grass verges to bike lanes (with low planting in line between lampposts).

The Duke's monument and former Barncloth Lodge/Gardens have restricted access. A link to Silvertonhill in west could potentially connect to walking paths that lead east to railway bridge by the river and Old Avon Bridge. Alternatively, it could link south to paths towards bridge at Cadzow Castle. It could be desirable for walking (and maybe cycling if paths are improved) as it would cut distance between Silvertonhill and Chatelherault and avoid busy Carlisle Rd/A72. However, the link would require a footbridge to be built over the Meikle Burn from openings off Covanburn Ave or Cheviot Rd.

The Chatelherault Country Park visitor centre could be a good site for a cycling hub.

A segregated cycle route from Chatelherault station to the hunting lodge would improve access.

new route in town centre around the edge of car parks on Low Patrick St to Townhead St. It could help connect between Silvertonhill/Barncloth and Strathclyde Park.

The South Haugh is another green space which is cut off by busy roads/junctions at Palace Grounds. It's quite hidden behind the tennis and bowling clubs and housing at Smithycroft. New paths could help make South Haugh more accessible.

The paths between Chatelherault and Strathclyde Country Park are scenic and useful but let down by sections that flood, Especially at the A723 bridge and the M74 underpass, which can cut off people from Hamilton walking or cycling to Strathclyde Loch.

Since the underpass at Asda is blocked, better signage of route to Low Parks is needed.

Mausoleum Drive rat run to motorway services should be blocked and bollards replaced at paths. If Mausoleum restoration goes ahead, any visitor centre could include a bike hub.

This junction is an example of how new infrastructure favours motorised traffic. A cycle box at the traffic light on the B7071 allows cyclists to get into the right-hand side lane on Muir Street ahead of traffic.

This junction is an example of how new infrastructure favours motorised traffic. Now the 3rd lane at the traffic lights has been put in, there is no longer space for cyclists to wait in the middle. This is where the official cycle path crosses over from the right hand side of the road to the left hand side of the road. Which leads to the question, why does the cycle path have to cross over, and why are there not cycle paths on both sides of the road?

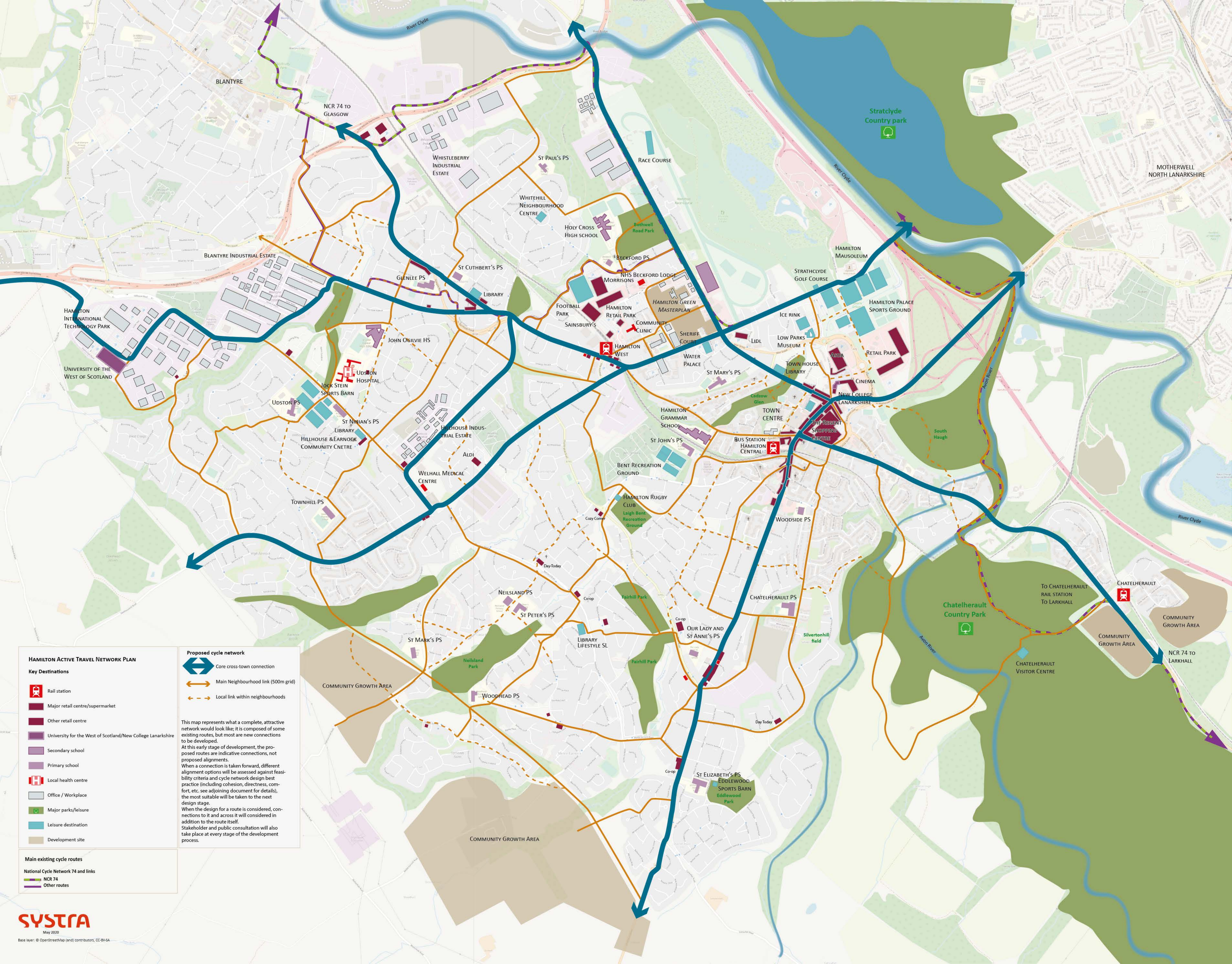
The cycle route is not practical and it is on the same pavement that is used by children/students who go to Beikford Primary School or Holy Cross High School. Separate infrastructure for pedestrians and cyclists is needed.

Paths could be widened/upgraded in parks like Bothwell Rd Park

Bothwell Road Cycle path joins southbound carriageway at this point, but there is no dropped kerb.



## Appendix C: Large scale map of proposed cycle network



**HAMILTON ACTIVE TRAVEL NETWORK PLAN**

**Key Destinations**

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- Local health centre
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- Major parks/leisure
- Leisure destination
- Development site

**Main existing cycle routes**

- National Cycle Network 74 and links
- NCR 74
- Other routes

**Proposed cycle network**

- Core cross-town connection
- Main Neighbourhood link (500m grid)
- Local link within neighbourhoods

This map represents what a complete, attractive network would look like; it is composed of some existing routes, but most are new connections to be developed.

At this early stage of development, the proposed routes are indicative connections, not proposed alignments.

When a connection is taken forward, different alignment options will be assessed against feasibility criteria and cycle network design best practice (including cohesion, directness, comfort, etc. see adjoining document for details), the most suitable will be taken to the next design stage.

When the design for a route is considered, connections to it and across it will be considered in addition to the route itself. Stakeholder and public consultation will also take place at every stage of the development process.



## Appendix D: Engagement stage 2

Appendix D1: Workshop notes

Appendix D2: Online survey results

# Workshop 2



**Project Name: Hamilton Active Network Plan**

**Stakeholder workshop held on Wednesday 30 September 2020 2pm-4pm**

**Venue: Microsoft TEAMS**

**Project Number: 109624**

## **Attendees**

Stuart Laird, Traffic and Transportation Engineer, South Lanarkshire Council

Alexandra Tolson, Engineering Officer - Traffic and Transportation, South Lanarkshire Council

Councillor Peter Craig, Chair of the Cycling Partnership

Bronah Byrne, Environmental Health officer, South Lanarkshire Council

Councillor Josh Wilson

Stephen Monaghan

Tim Aeberli, Infrastructure Coordinator - Places for Everyone, Sustrans Scotland

Ross Irvine, Infrastructure officer - Places for Everyone, Sustrans Scotland

Melanie Craig, Countryside Ranger, South Lanarkshire Council

Teri Flynn, South Lanarkshire Council Liaison Officer, Police Scotland

Derek York, NHS Lanarkshire Bike User Group

Aurelia Ciclaire, Principal Consultant, SYSTRA

A workshop was held on Wednesday 30 September 2020 to discuss the draft report, circulated beforehand. The workshop took the format of a presentation by Aurelia Ciclaire (AC), and then a discussion conducted around the following topics, chaired by Stuart Laird (SL). For ease of reference, the comments arising from the discussion have been set out below under the relevant headings, instead of sequentially.

## **Overall principles**

As part of the presentation, Aurelia Ciclaire (AC) set out the design principles for a good cycle network, which mirrored the issues raised during the consultation. They have been developed for and are typically applied to cycle networks, but also fully apply to pedestrian infrastructure. The proposed principles are set out below:

- Cohesion – strong network connectivity and interconnectivity between routes and modes;
- Directness;
- Safety – real and perceived;
- Comfort; and
- Attractiveness

These principles were unanimously accepted by the workshop participants.



The importance of connections to the town centre from surrounding neighbourhoods was raised, support local retail and evening economy.

Several participants highlighted opportunities to provide access to greenspaces through the development of the active travel network. Although the focus of the strategy is on local journeys, the role of leisure walking and cycling in improving physical and mental health, and general wellbeing was highlighted.

The use of SIMD (Scottish Index of Multiple Deprivation) data to identify areas most likely to be benefits from investment was cited as positive, however a question was raised about the likely take up of cycling or walking in areas where car ownership may be an important status symbol.

**Changes over the past few months:** *Considering the wide ranging impacts of COVID-19 on our lives, including where and how we travel, what have been your experience and observations of walking/cycling/life in Carluke over the past few months? How should it inform the development of the network plan?*

Workshop attendees agreed that the lockdown had seen an upswing in walking and cycling in Hamilton, along paths such as the railway path, as well as to Chatelherault and Strathclyde Country Parks. Paths in Hamilton which were previously extremely quiet, are now reported to be much busier with walkers and cyclists encountered every couple of minutes on some walks.

Associated with the increase use of the paths and parks, some tensions between cyclists and pedestrians, were also reported.

This remains the case even as numbers have dropped slightly from the high of the spring lockdown. COVID 19 and the lockdown seem to have opened people's eyes to greenspace and paths available in their local area, however there was a concern that it could be only momentary, with a fear it will get back to how it was once the crisis passes.

As people spend less time in the office and are expecting to continue to do so in the longer term, the question of the function(s) of Hamilton town centres with a lot fewer commuters in the post-COVID 19 world was raised. Would it lead to greater emphasis put on leisure facilities, or connections of the town centre to the residential areas surrounding it as it becomes used more predominantly by locals? This is a broader question but has implications for the active travel network.

**Proposed network and priorities.** *Looking at the suggested routes and the places they connect, are there any missing links to local destinations? Do you have any alternative proposals?*

The Hillhouse Road corridor was mentioned as having high potential for walking and cycling given the number of local destinations and local journeys along it, with local shops, community centre, the Jock Stein Centre, Udston Hospital, primary schools, and at the western end the International Technology Park, the University of the West of Scotland campus and onward connection to High Blantyre and East Kilbride.

The Union Street / Peacock Cross was also highlighted, more as major barrier to access the town centre and areas around the Cross. The Cross was described as "unsafe" and "a nightmare" to navigate for everyone on foot or bicycle, including when crossing to get to the school.

The enforcement of measures once walking and cycling routes or improvements are delivered was cited as very important for the improvement to be attractive and remain so for people (e.g. no parking on cycle routes or across dropped kerbs, or around schools).



The concept of “liveable neighbourhood” – also called “Low traffic Neighbourhood” (LTN) - was presented and discussed. It was described as making a neighbourhood pedestrian and cycle-friendly by reducing motorised traffic dominance; although car access to all areas is maintained, through motorised traffic is removed. It was thought by some that reactions may be negative in some areas, where roads are proposed to be filtered (i.e. become through-routes for pedestrians and cyclists only). LTNs were described as a long way from being accepted, with a lot of work needed on how LTNs and the measures proposed are described, using careful language and positive examples to secure buy-in from the majority.

More opportunities to increase permeability in “council housing” types of neighbourhoods as there are often pre-existing links which could be upgraded, than in more recent private sector development where all the cul-de-sacs layout limit possibilities.

**Delivery and priorities:** *Which of the three proposed options should be prioritised? Would you change/remove/add any? Are there challenges or opportunities not covered in the proposals? How could you/your organisation participate or contribute to shaping and delivering the network plan?*

Of the three proposals to be prioritised, option 3 (a route along the old Little Earnock/Meikle Earnock railway) had the favours of several participants. Partly as the other options seemed too challenging to deliver and would raise too much opposition (i.e. reallocate space from cars to other users). Upgrading the railway path could both deliver a functional route for some short journey and improve access to greenspace for leisure journeys, as some of the access routes to the path are currently in poor condition.

SL mentions that the planning conditions for the housing developments in the Community Growth Area (CGA) near the old railway path includes the contribution to or construction of walking and cycle routes to and through the CGA.

Others favoured Option 1 (Town Centre to Blantyre via Burnbank) as it is a main road corridor with a lot of potential demand, but also because it would be noticed and would be a statement of intent.

### **Next steps**

It was noted that the consultation was still ongoing, but would conclude soon, and a finalised version of the report would be produced by the end of October, ready for publication shortly after.





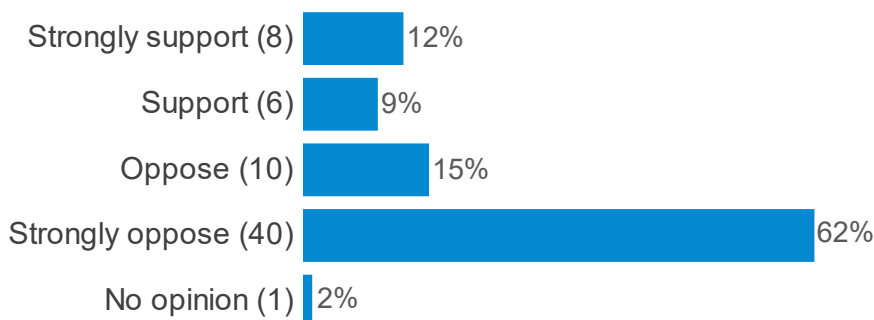
# Hamilton Active Travel 2020 - Part 2

This report was generated on 05/10/20. Overall 65 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

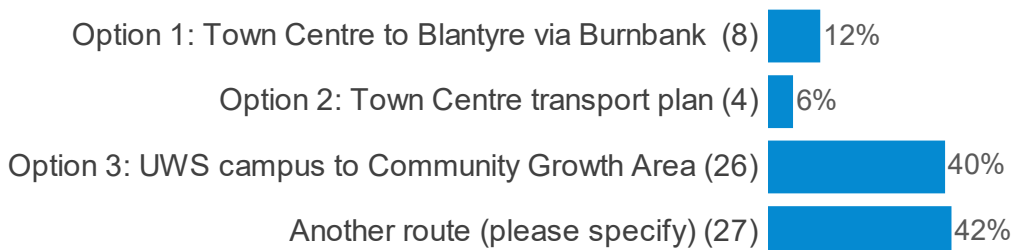
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ML3 8	ML3 8AT	G71 8	ml3 9	ML3 7
ml38	ml3 8rx	ML3 9	ML11	ml35
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ML3 8	ml1	ml37	ML3 4	ML3 5
ml38	ml38	ml32	ML3	ML3 9
ML3 8 (Hamilton)	ml35	ML3 9	ML6 7TB	ML3 7

## Having looked at the map of the proposed network, to what extent do you support or oppose the proposals?



## Of the three options presented in the report (page 47 to 51 of the report), which do you think is the top priority?



Hamilton Active Travel 2020 - Part 2

**Which other route or area do you think should be the first to see improvements for pedestrians and cyclists?**

i oppose

None

Opposed to all routes.

None really. I think Hamilton has bigger issues than spending money on this. The town centre is a disgrace - money should be spend on making it a place people want to visit.

I don't think any are needed. I've seen the impact on these schemes in Edinburgh and Glasgow (traffic, congestion, local residents not being consulted on or listened too) - it's extremely worrying as a disabled person to see these anti-people, anti-car schemes coming to South Lanarkshire.

I don't support any. Improvements for cyclists is just government lies for 'making life worse for everyone who isn't a cyclist'.

-

None

n/a

I think the main thing that needs improved would be to make the town centre a better place to be (more shops, less litter, nicer environment). Making it harder to drive to the town centre will have the opposite effect and is not a positive thing

I work in Hamilton and I think the main issue that needs to improve is the offering in the town. The shops and services are awful and people just drive on to the Fort. I think this is a waste of money and SLC have their priorities wrong if they want to improve Hamilton. It needs to start by making the town centre a place people want to visit. Making getting there harder for almost everyone (because lets be honest, almost no one is going to cycle in the weather and the hills here) will drive people further to the Fort, and Braehead.

don't want any. they all look like they'll just make life more difficult for everyone (especially disabled people with loss of parking and road space).

I don't believe any route is needed.

none

I'd like to see a route along the A725

dont suppor tany

No routes please. Spend the money on improving the town centre (there is still a wasteground on Quarry St and this is what gets the money?!). What a total joke of a council!

I don't like any of the routes. It looks like a recipe for traffic chaos. Hamilton is already very busy at rush hour and this will just make things worse. I live on one of the routes (as do my elderly parents) and losing parking would be a nightmare for me, but for my parents it would confine them to their home. I have no faith any of these routes will improve journey times driving around Hamilton -t hey can only make it worse. I wouldn't cycle in winter when I've got a warm car to sit in, why would anyone else? I don't mind the leisure route if I had to choose one (option 3), but no on road routes.

I don't support any of the routes listed.

I think all of the options are a waste of money. Why isn't SLC spending this money on important things - e.g. improving schools, improving roads? It's a disgrace and a blatant waste of council tax payers contributions

**Which other route or area do you think should be the first to see improvements for pedestrians and cyclists?**

All of the routes look like they would cause traffic chaos! How on earth are you going to build a bike lane on low waters road? its one of the busiest routes in hamilton and an important route to strathaven, quarter etc to the motorway and beyond. There's lots of shops that rely on passing traffic and parking on the roadside, driveways all along it, residents and commercial parking, etc. Removing parking , turning lanes, etc will create local outrage (and rightly so) and cause severe delays. also , who do you suppose will cycle uphill from the bottom of hamilton to the top?! Regarding the other route through burnbank, this looks less controversial but will still likely cause traffic chaos at particular points. finally, there are some pressure points in the hamilton road network - peacock cross, the town centre one way network, almada street, bothwell road, etc. that get very busy and people are already unhappy at delays. suggesting to reduce road capacity for bikes on these roads would be political suicide for the councillors who do it. it's not cars vs. bikes, it's cars, buses, delivery vehicles, businesses, etc. versus bikes and i hope slc know which side to come down on! this is all to say all of these routes are bad, and i hope none get built

i dont like any

I think a bit of option 3 and 2

Why can't I select that I don't support any. The results of this survey are highly suspect as people have no option but to select a route!

I'd like to see more general improvements of the town - nicer plants / flowers, better maintenance of existing facilities and an overall improvement of the town centre and town in general

A route on A725

Sections of orbital former Hamilton-Strathaven railway route but linking to more neighbourhoods. For example, via Galloway Ave and cycleway on verge to Eddlewood Public Hall/Carrigan's/Scotmid.

**Please say why you think this route should be top priority:**

oppose

School travel

.  
/

The town centre is the main place people want to get to and will benefit most people.

n/a

Na

Convenience

It's off road and provides for leisure cyclists

n/a

its a nice leisure route, but money could be better spent elsewhere. the roads are in an awful state and the town centre is one of the worst ive ever been to.

theres no option to select no route as top priority

i oppose all routes

n/a

I don't think any route should be built.

-

least disruptive route to implemen t

None

nicest route, needs investment, good leisure route

Hamilton Active Travel 2020 - Part 2

**Please say why you think this route should be top priority:**

I'm extremely concerned about the impact these plans will have on disabled people like my parents. It looks as if this is just a way of making driving, and by definition, accessibility harder for them. Similar projects in Edinburgh have caused havoc for their friends who live there and are also disabled and the council doesn't give a damn about their needs. I hope it's not going to be the same here.

n/a

see last comment

It offers a nice leisure route that is off-road, is least disruptive to traffic and is widely used already by locals

n/a

leisure routes can be nice, but i dont think any of the three will be useful

dont

all routes look awful and i think they'd make travelling more difficult for me. my parents are also disabled and there terrified after seeing what cyclists have done to edinburgh and glasgow where people cant leave the house because parking is removed and roads are closed, and journeys that take 5 minutes now take 30. how can anyone support this?!

I don't believe any route is needed.

Off-road routes / leisure routes are fine. Key is whether they impact on traffic/congestion - this needs to be avoided.

none

-

This may help for students, but I don't think its needed really. Hamilton is very busy and I don't support any proposals as they will cause traffic chaos. I intend to write and complain to my local councillors about this as there is seemingly no local support.

The town centre needs to be accessible to all, particularly to people who walk and cycle. Private motor cars should be severely restricted in town centres, with only blue badge holders having full access. Any streets that are one-way to motor vehicles should be made two-way to bikes, to speed up bike journeys and encourage more people to cycle.

Next generation needs to be more active

Students are our future. We must invest first in them. UWS is our first and only University in the whole of LANARKSHIRE and this route will make it more attractive to students to come here to study.

Should be easy to action given disused rail line and totally segregated

-

good offroad route

i think route 3 is best. it's least disruptive to everyone and offers a useful leisure route for the town

Useful link to EK

None. Why is there no option to say no routes?

Most direct in my opinion

NO CYCLING ROUTES

I like the idea of off-road leisure routes such as this. More money should be spent on Chatelherault as well.

.

I think the top priorities should be: 1) Removing parking charges, like NLC have done 2) Improving the town centre, getting rid of vacant lots and making it a place people want to visit 3) Cleaning up and improving Hamilton (more flowers, better green area maintaince, etc.)

??

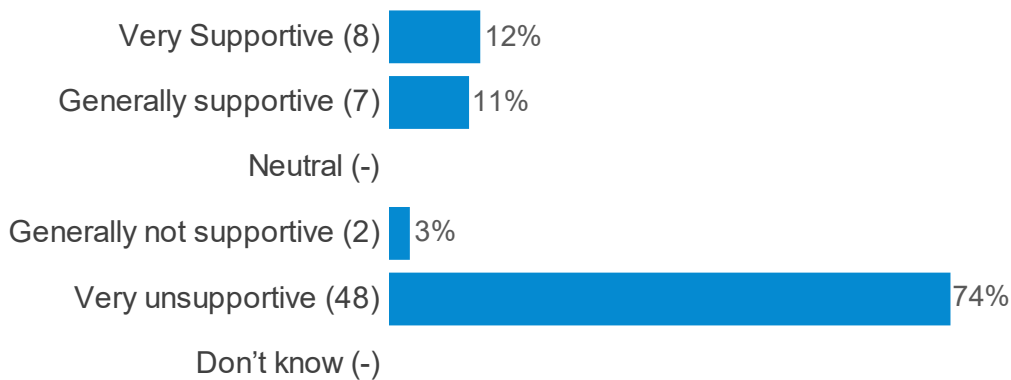
as i said in previous question, no routes should be top priority

Hamilton Active Travel 2020 - Part 2

**Please say why you think this route should be top priority:**

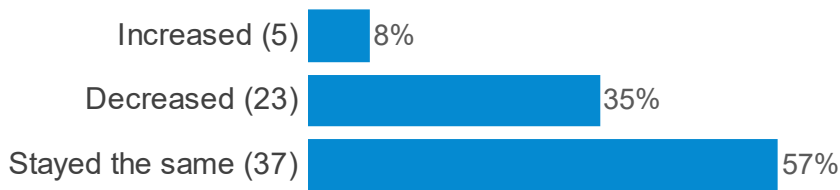
- i dont like any
- Easier for peopl to reach amenities not just to reach an area where then becomes difficult for active travel
- potentially most useful, but i dont think any would be used, supported or are needed
- .
- looks like a useful route
- The route is already popular and upgrading it would make it more so.
- WOuld help businesses and attract more visitors
- I used to live in Woodhead and this is a nice leisure route that is popular with the local community. it should be an easy route to implement if it is all off road.
- looks the best
- The town centre transport plan would benefit all walkers and cyclists where as the other two options would only benefit people in that area or use that route.
- Encourage more cycle routes through nature trails
- We need to encourage the next generation e.g. students, to cycle/walk more in the hope that once they might be able to afford a car, they will still continue to cycle/walk.
- This is a leisure route I use a lot with my kids
- Useful link to EK
- looks the best route, and looks easiest to implement
- Nice route that families use for walks , pleasant environment
- Chance to build successful leisure route to link Hillhouse/Udston, Earnock, Fairhill, Eddlewood, etc. (before everyday routes that could take road lanes and be more controversial).

**In general, to what extent do you support the principle of making roads and street more welcoming to walking and cycling in Hamilton, even when this would mean less room for other traffic?**

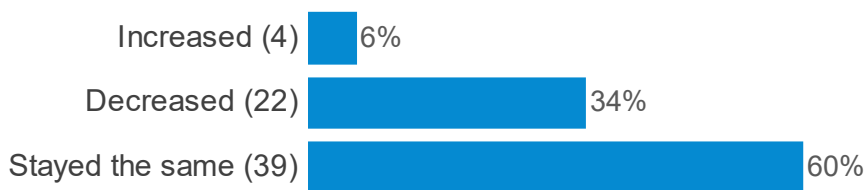


Hamilton Active Travel 2020 - Part 2

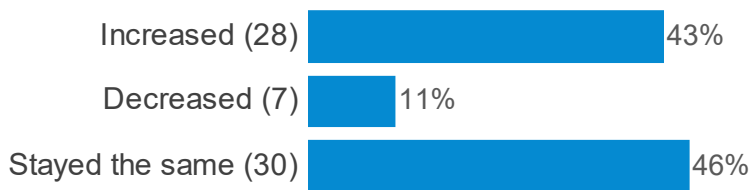
**Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Hamilton by the following means increased, decreased, or stayed the same? (Car)**



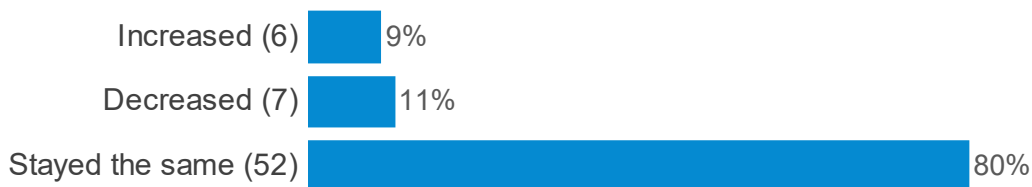
**Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Hamilton by the following means increased, decreased, or stayed the same? (Public transport)**



**Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Hamilton by the following means increased, decreased, or stayed the same? (Walking)**



**Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Hamilton by the following means increased, decreased, or stayed the same? (Cycling)**

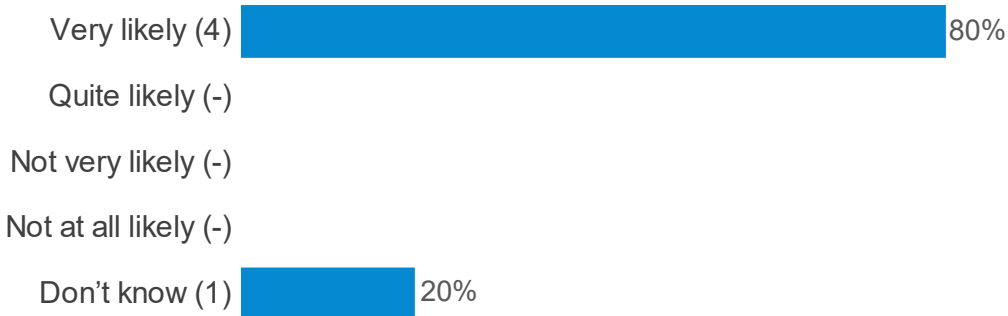


Hamilton Active Travel 2020 - Part 2

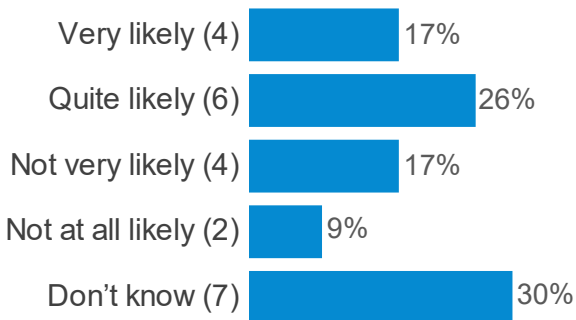
**As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? ( )**

- Very likely (-)
- Quite likely (-)
- Not very likely (-)
- Not at all likely (-)
- Don't know (-)

**As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Increased Car use.)**

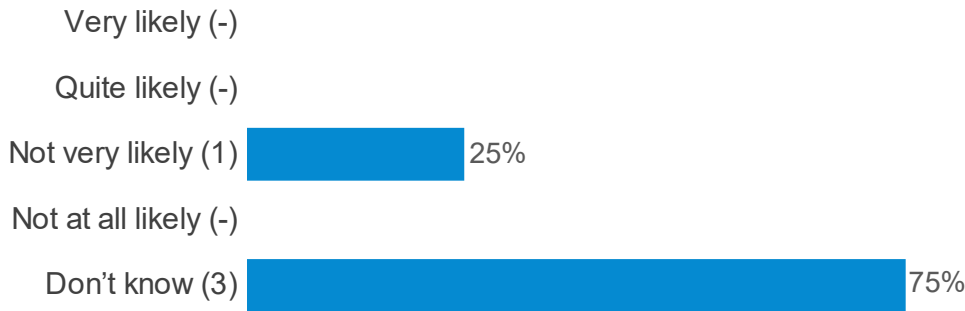


**As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Decreased car use)**

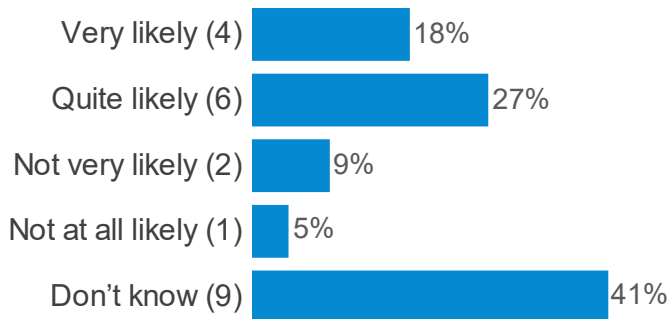


Hamilton Active Travel 2020 - Part 2

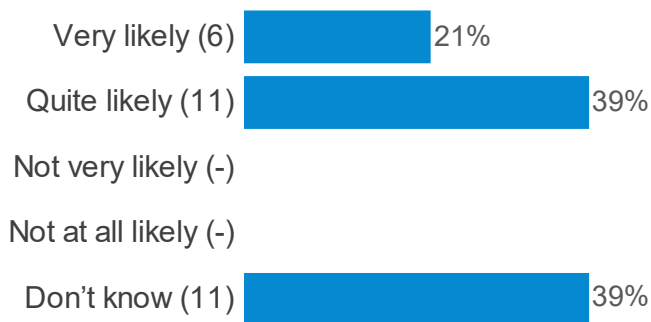
**As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Increased public transport)**



**As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Decreased public transport)**



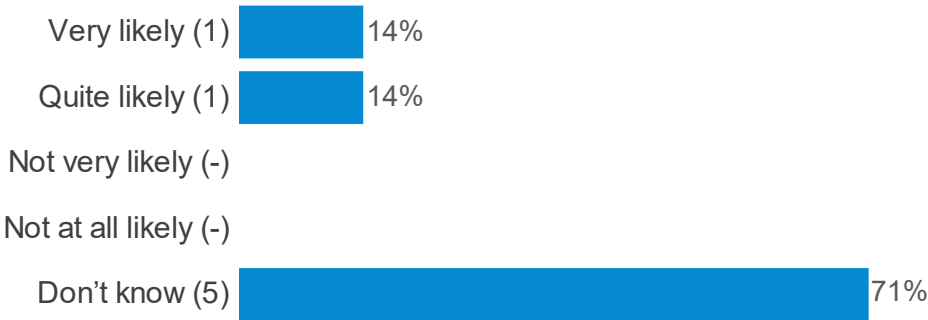
**As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Increased walking)**



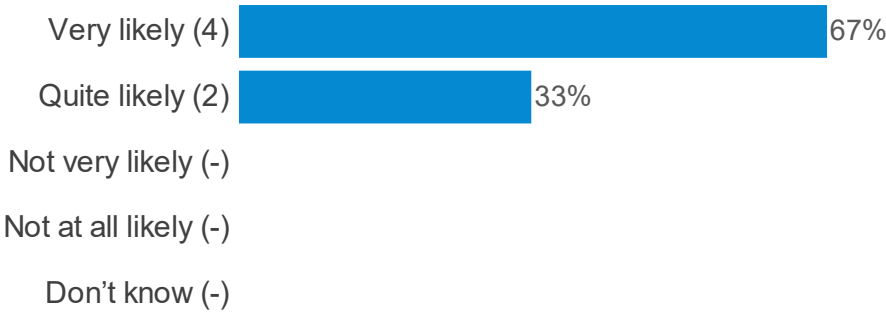


Hamilton Active Travel 2020 - Part 2

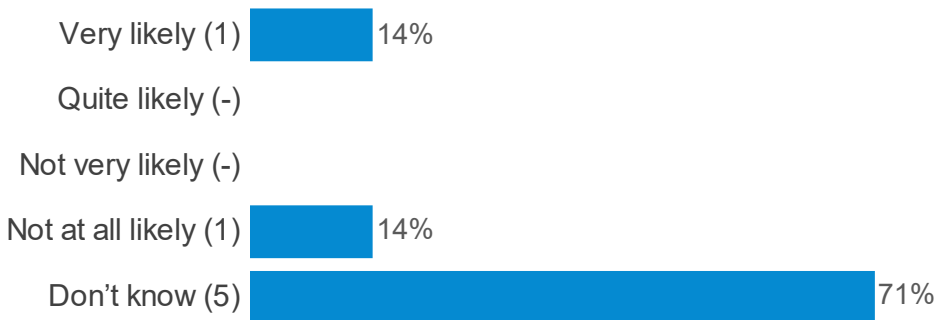
**As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Decreased walking)**



**As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Increased cycling)**

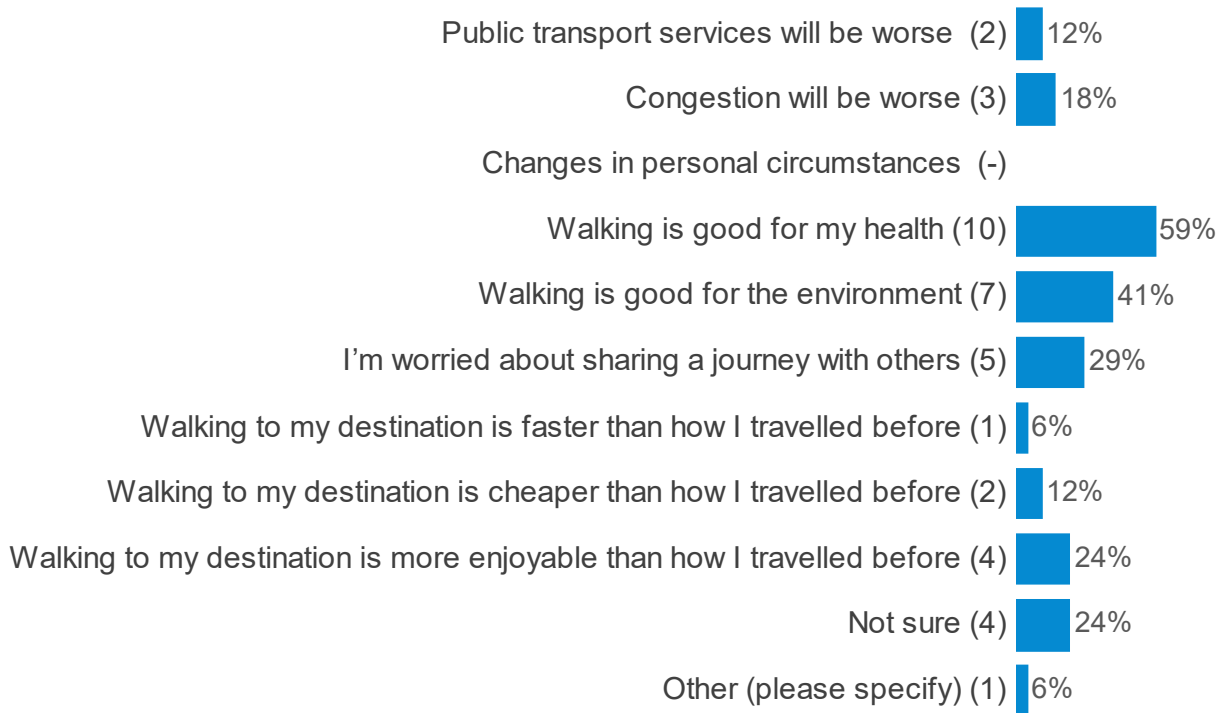


**As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Decreased cycling)**



Hamilton Active Travel 2020 - Part 2

**For what reasons do you think you will continue to walk more in and around Hamilton after travel restrictions are fully lifted, compared to before Covid-19 travel restrictions? Please select all that apply.**

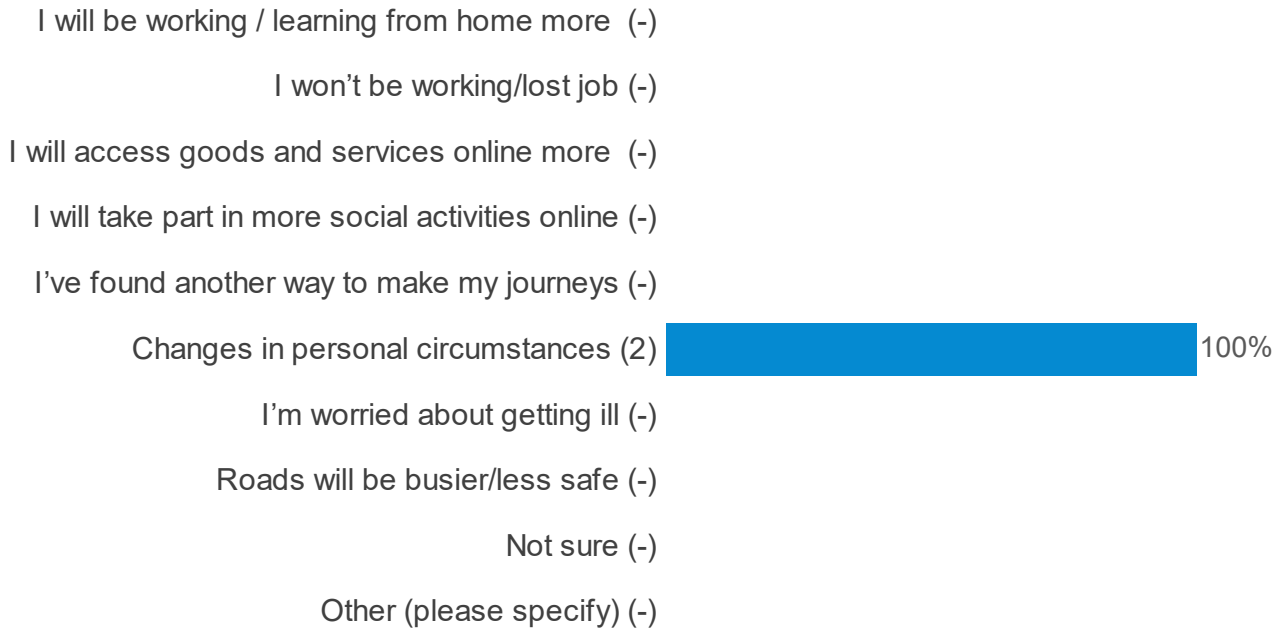


**For what other reasons do you think you will continue to walk more in and around Hamilton after travel restrictions are fully lifted, compared to before Covid-19 travel restrictions?**

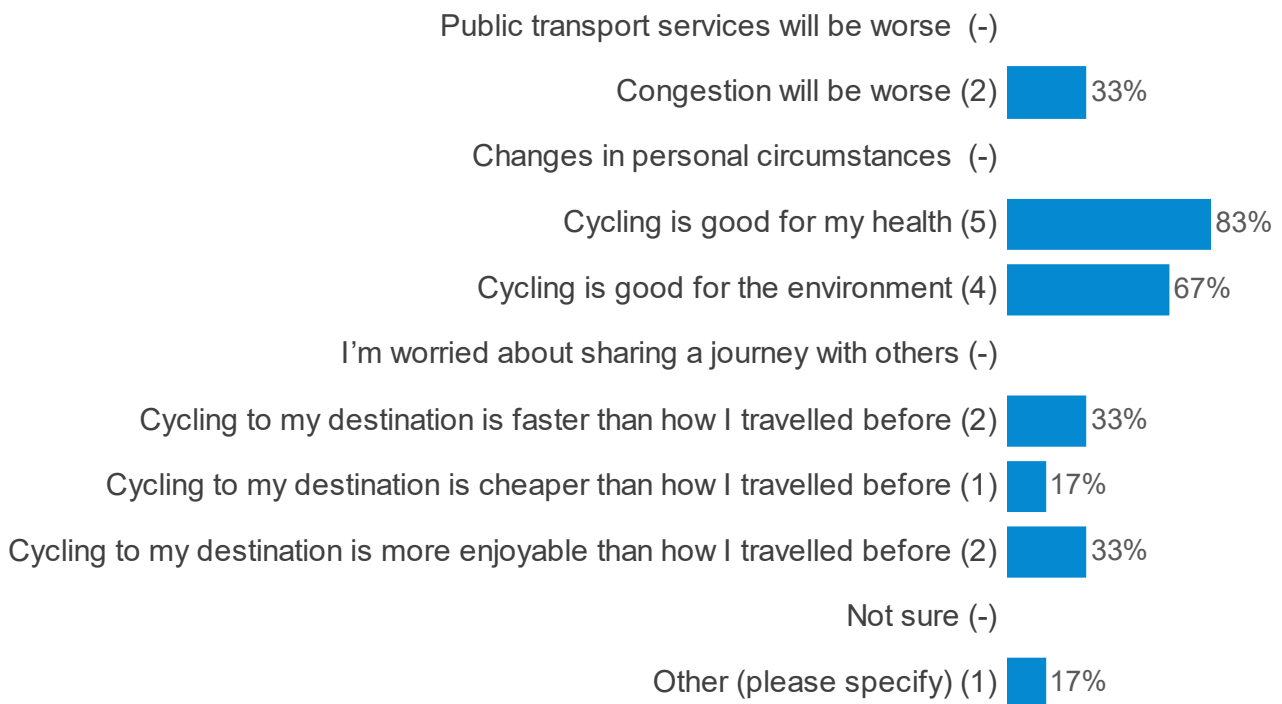
Discovering neighbourhood

Hamilton Active Travel 2020 - Part 2

**For what reasons do you think you will walk less in and around Hamilton once travel restrictions are fully lifted, compared to before Covid-19 travel restrictions? Please select all that apply.**



**For what reasons do you think you will continue to cycle more in and around Hamilton once travel restrictions are fully lifted, compared to before Covid-19 travel restrictions? Please select all that apply.**



Hamilton Active Travel 2020 - Part 2

**For what other reasons do you think you will continue to cycle more in and around Hamilton after travel restrictions are fully lifted, compared to before Covid-19 travel restrictions?**

Discovering neighbourhood/quicker than walking

**For what reasons do you think you will cycle less in and around Hamilton once travel restrictions are fully lifted, compared to before Covid-19 travel restrictions? Please select all that apply.**

I will be working / learning from home more (-)

I won't be working/lost job (-)

I will access goods and services online more (-)

I will take part in more social activities online (-)

I've found another way to make my journeys (-)

Changes in personal circumstances (-)

I'm worried about getting ill (-)

Roads will be busier/less safe (-)

Not sure (-)

Other (please specify) (1)  100%

**For what other reasons do you think you will continue to cycle less in and around Hamilton after travel restrictions are fully lifted, compared to before Covid-19 travel restrictions?**

I don't like cycling.

**If you have any other comments about the proposals for walking and cycling in Hamilton, please let us know in the box below.**

Awful idea and will harm hamiltons economy and make it less attractive for visitors by delaying cars. People (me included) will just go to the fort if hamilton becomes too hard to drive in.

Safety is top priority

Wider pavements Required due to cyclists using them and not dismounting thus causing extreme hazard to pedestrians

I had to answer the previous question for all modes of transport, even though I don't get the bus so the answer isn't likely to be accurate

this question is silly - i dont travel by public transport but theres no option to say that. how can you accurately use the answers to this question if people cant say they dont use that mode??

## Hamilton Active Travel 2020 - Part 2

**If you have any other comments about the proposals for walking and cycling in Hamilton, please let us know in the box below.**

I'm generally opposed to this. I believe SLC should focus money on improving the town centre (the shops on offer are pathetic!), tidying up the general environment of the town and making it a nicer place to be. Building bike lanes is a waste of money - the reason people aren't visiting the town is because it's a terrible place to be, not because they can't cycle there!! (

i dont understand that last question. id ont travel by bike or public transport but i need to answer that i'm either travelling more or less by it.

I am in favour of improvements for walking and cycling ONLY if it doesn't make life worse for everyone else (i.e. drivers, bus users, delivery workers). I've read about LTNs and other "cyclist improvements" in Edinbrugh and London and how they just make life worse for everyone else. The fact is the weather in this country is awful for 90% of the year, and it's often too cold, to wet or too windy to cycle. Reducing road capacity and expecting people to cycle instead is foolish and won't happen. If these are to be done, do them sensibly or not at all!

i dont like the toxic and dishonest language. making a route more pleasant to walk and cycle means making it harder for me to travel. im a business owner and ive experienced first hand in edinburgh what this kind of thing means - closed streets, artificially induced congestion and delays and a reduction in everyones quality of life because the local authority thinks planting a few trees or some flowers in boxes makes it worth making everyone sit in traffic

id rather the money was spent on making the town centre a place worth visiting. i dont think adding some bike lanes will make me or anyone else want to go there. you need to actually have shops and a pleasant environment to do that and this won't achieve it. the town centre needs millions in investment if we are to stop people going to the fort - this kind of thing is tinkering around the edges.

As usual with these projects, the council totally ignores the findings of the consultation and of local residents. Why did you have a consultation last time (which clearly showed no demand for making peoples lives harder) if you go ahead with it anyway? The entire process is an undemocratic sham. Reading the consultation documents attached to this survey - which basically said "people don't support this - you should do it anyway" is a joke. I hope the councillors behind this are booted out next year.

I can't see how these proposals improve my qualtiy of life - it seems like a camapgin to force me into cycling about in the wet and the cold when currently i get about comfortably in my car. where's the benefit of this fo ranyone?!

n/a

question about changing transport habits is silly. i never use bike or bus but no way i can say that.

i hope slc will employ analysts who are actually qualified to analyse this survey, because the person who designed it clearly wasn't! i dont cycle, yet question before looks like i did? shocking and worrying that the survey is designed to fudge the numbers like this

The previous question is incorrect - I don't use public transport generally but I had to select an answr.

I'll be writing to my councillors about this. It's an outrageous attempt to make everyone's lives more difficult. My business in Hamilton Town Centre is already suffering from lost footfall due to underinvestment in the environment and parking charges - and now you're proposing to reduce road space and make it harder for people to get here? What a joke.

Public transport must be good for people to give up their cars. Despite the current Covid 19 concerns we must not forget that many people do not have access to cars and thus need bikes, of some sort, or public transport.

proper cycle lanes so cyclists don't need to use footpaths etc

proposals must not impact on parking or road space to have public support. it's already coming into winter and cycling in current weather would be miserable.

I hope this isn't a repeat of the LTN nightmare in Edinburgh and London where local wishes are ignored. Please make sure that any routes implemented are a genuine improvement, and not simply an improvement for cyclists at the cost of everyone else.

## Hamilton Active Travel 2020 - Part 2

**If you have any other comments about the proposals for walking and cycling in Hamilton, please let us know in the box below.**

As a disabled person, it's extremely important to me that I can get about. Cycling usually means removing parking and increasing traffic delays - lets hope SLC are a bit more sensible than in Glasgow!

As a regular visitor to Hamilton to see family, friends and shop, all of these proposals seem like bad ideas. Hamilton is a very large town and for most of the day, the roads are busy, but rarely congested beyond a few specific points. Taking space or parking from cars, buses and business vehicles will cause gridlock and make the town even less attractive to visit. I'd remind SLC or whoever is planning this that the Fort is only 15 minutes from Hamilton on the motorway with free parking - and as a town already on it's last legs, I'd hope that the town council wouldn't make visiting it even harder!!

More enforcement on speeding within the town is needed

Routes 1 and 2 look like they would cause traffic delays and congestion. I'm also concerned about parking around my business which is already struggling given the dual impact of high parking fees, high business rates and low patronage due to COVID-19. I rely on passing traffic to stop in so any attempt to reduce road capacity or remove parking I am highly opposed to.

Any proposals to take space from roads to give to cyclists is likely to attract fierce opposition (and rightly so). Bus passengers, taxis, businesses, etc shouldn't be delayed and inconvenienced to pander to a minority.

If we are tryntrying to achieve a greener town we must our systems in place that encourage this

- Adjust map where connections are unlikely – Fairhill Park across Mill Utd's football pitches, back of Chatelherault PS/bing, across Cadzow Glen, etc.
- Focussed phases – should enhance/link to existing route so usage is good from the start. Avoids issue like South City Way/Victoria Rd Glasgow with key section missing until end of build that hampers route. Also, helps for further phases (and avoid them being cancelled, like Bearsway, Milngavie).
- Lack of bike shops in Hamilton – social enterprise like Bike Town/Bike for Good/Common Wheel would help people on lower incomes.
- Also, bike hire programme in Strathclyde Park/Chatelherault could give taster/help get people started. Should be considered in any plan for Low Parks/Mausoleum.
- Take advantage of routine roadworks to add drop kerbs, cycle lanes and other AT infra.
- Hillhouse, Udston, Burnbank Neighbourhood plans – see: [https://www.southlanarkshirecommunityplanning.org/info/26/community\\_plan\\_and\\_neighbourhood\\_plans](https://www.southlanarkshirecommunityplanning.org/info/26/community_plan_and_neighbourhood_plans)
- Friends of Glenlee/Udston Woods were looking into bike initiative but most popular survey answer was activities for young people. Bike pump track could fit the bill (one by Socialtrack at Wishahill Wood cut anti-social behaviour dramatically).
- Try to better integrate parks/greenspace and add proper entrance into Strathclyde Park at Palace Grounds (may have space next to David Lloyd if closed adventure playground is removed).
- Investigate all council land that could be used for cycle routes, especially at schools – for example, edge of St Ninian PS land on Hillhouse Rd could be part of wider route from Philips to Int. Tech. Park.
- Pedestrian/cycle bridges seem to be planned over burns (Meikle Burn at Covanburn Ave, Cadzow Burn at Cozy Corner, etc.). Once a cycle route gets to Kemp St, a new zigzag ramp bridge over rail line from wide corner of Orchard St to in-shot on Kemp St (near Graham St) would help avoid busy road bridge at Quarry St (and replace closed footbridge at Park Rd/S Park Rd).
- Consider using nearby spare ground to move car parking from on-street (to install segregated cycleway). For example, Tuphall Rd/Graham St – use former gasworks or carwash on Quarry St for car parking and help reduce number of objections to schemes.
- Upgrade/widen paths like at Woodhead/Neilston and next to Burnbank Rd (A724)/High Blantyre Rd.



# Appendix E: Equality Impact Assessment

## **APPENDIX E - HAMILTON ACTIVE TRAVEL NETWORK PLAN – EQUALITY IMPACT ASSESSMENT**





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## 1. PROJECT DETAILS

1.1	<i>Scheme name:</i>	<i>Hamilton Active Travel Network Plan</i>
1.2	<i>Revision number:</i>	<i>1</i>
1.3	<i>Officers involved in the EqIA</i>	<i>Name: Aurelia Ciclaire Job Title: Principal Consultant, SYSTRA Ltd</i>
1.4	<i>Lead Officer carrying out the EqIA</i>	<i>Stuart Laird, South Lanarkshire Council</i>
1.5	<i>Date EqIA started</i>	<i>12<sup>th</sup> October 2020</i>
1.6	<i>Date EqIA completed</i>	<i>15<sup>th</sup> December 2020</i>
1.7	<i>What is the purpose and aims of the Scheme/proposal</i>	<i>To produce an active travel network plan for the town of Hamilton.</i>
1.8	<i>Who does the scheme impact?</i>	<i>The scheme positively impacts individuals within each of the protected characteristics: Age; Disability; Ethnicity; Sex; Pregnancy &amp; Maternity; Other marginalised groups. No significant impacts have been identified for any other protected group.</i>
1.9	<i>Are there any aspects which explicitly address discrimination, victimisation or harassment? Please detail</i>	<i>No</i>
1.10	<i>Are there any aspects which <b>explicitly promote equal opportunities</b>? Please detail</i>	<i>Yes. The scheme is intended to provide better access by active travel modes for everyone, including people of a wide range of ages, with a range of disabilities or limited access to other modes of transport, and for a range of journey types, purposes and destinations, thereby supporting wider access to employment, shops and services to all.</i>
1.12	<i>Are there any aspects which <b>explicitly foster good relations</b>? Please detail</i>	<i>No</i>

## 2. EVIDENCE

Please outline <b>what is known currently</b> about the experiences of people under each characteristic		Source
2.1	<p>Age</p> <ul style="list-style-type: none"> <li>• Many parents/carers perceive a conflict between active travel and road safety (believing that children are safer when they are driven, but concerned by the threat of traffic levels);</li> <li>• Many younger children want to walk, scoot or cycle more but parental influence over travel decisions is strong. There are particular opportunities to promote the benefits of independent travel for older children;</li> <li>• There is a drop-off in use of active travel modes (particularly cycling) between primary and secondary school, particularly in females;</li> <li>• 17% of the population of Hamilton is under 15; those aged 65 and over comprise 16% of the local population. Combined, they comprise around one-third of Hamilton's population;</li> <li>• Physical activity declines with age – across Scotland, only 53% of those aged 65 – 74 years and 20% of those aged 75 and over meet physical activity recommendations; this will be higher in more deprived areas;</li> <li>• Car ownership nationally amongst young people is falling, so there needs to be alternative services/infrastructure for active and sustainable modes to support changes in car use;</li> <li>• Health impacts fall disproportionately on the most disadvantaged communities, affecting the youngest, the oldest, those with pre-existing health conditions, and those from minority ethnic groups, the most.</li> <li>• Walking as a means of transport decreases with age. 30% of people aged 20-29 walked as a means of transport on 6-7 days in the last week in 2016, compared to 15% of those 80 and over.</li> </ul>	<p>SYSTRA experience of engaging with schools;</p> <p>Scottish Health Survey 2018;</p> <p>Young People's Travel: What's Changed and Why, DfT;</p> <p>Tackling the School Run, Scottish Government (SYSTRA);</p> <p>Swap the School Run for a School Walk, Living Streets;</p> <p>Scottish Census 2011</p>

2.2	Disability	<ul style="list-style-type: none"> <li>• <i>People with disabilities and mobility conditions are commonly excluded from using active travel routes because of issues with accessibility (lack of suitable crossings, dropped kerbs, etc).</i></li> <li>• <i>Individuals with long term illness may benefit from being more active but may lack confidence or ability to do so;</i></li> <li>• <i>Health impacts fall disproportionately on the most disadvantaged communities, affecting the youngest, the oldest, those with pre-existing health conditions, and those from minority ethnic groups, the most.</i></li> <li>• <i>21% of the population of Hamilton consider that they have a long-term health condition or disability that limits their activities, this is the same as the average across Scotland.</i></li> </ul>	<p><i>Experience of engaging with disabled people’s representatives on active travel issues;</i></p> <p><i>Engagement feedback;</i></p> <p><i>Scottish Census 2011</i></p>
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2.3	Ethnicity	<ul style="list-style-type: none"> <li>• <i>In some ethnic groups, social norms tend to discourage active travel choices so use of these modes is low;</i></li> <li>• <i>3% of the population in Hamilton identify from a non-white ethnic background; 1.3% state that they do not speak English well or at all;</i></li> <li>• <i>Ethnic minority groups are less likely to hold a driving licence (48% compared to 66% for white groups across Scotland);</i></li> <li>• <i>Some ethnic minority groups are more likely to have access to a car than others;</i></li> <li>• <i>Indian, Bangladeshi and Pakistani people are more likely than other ethnicities to visit urban greenspace for exercise;</i></li> <li>• <i>Across Scotland, white Polish (82%), and Other White (not Scottish, British or Polish) (83%) people had walked most frequently as a means of transport in the previous week. Least likely to walk were White Scottish people (67%).</i></li> <li>• <i>Other White people were most likely to have cycled (12%), compared to just 5% for White Scottish and Asian, Asian Scottish or Asian British people.</i></li> <li>• <i>Concern about safety affects use of local greenspace, this varies by ethnicity, e.g. 53% of Bangladeshi people reported feeling safe using their local green space compared with 75% of white people.</i></li> </ul>	<p><i>The position of Scotland’s Equality Groups Revisiting resilience in 2011;</i></p> <p><i>Scottish Government Equality Outcomes: Ethnicity Evidence Review 2013;</i></p> <p><i>Community Green: Using local spaces to tackle inequality and improve health – CABE Space, 2017;</i></p> <p><i>What are the barriers to cycling amongst ethnic minority groups and people from deprived backgrounds?, DfT 2011;</i></p> <p><i>Scottish Census 2011;</i></p> <p><i>Transport and Travel in Scotland 2018.</i></p>
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2.4	Sex	<ul style="list-style-type: none"> <li>• Women have lower rates of physical activity and active travel than men;</li> <li>• Women are more likely than men to be travelling with prams/buggies/other young children and/or shopping, and this can affect transport choices;</li> <li>• Women are more likely to be concerned with personal security issues (walking alone, at night, etc) which impacts on desire to travel actively;</li> <li>• Women make up 52% of the population of Hamilton;</li> <li>• Men are more likely to cycle to work than women. In 2018, 4% of men cycle to work compare to 1% of women;</li> <li>• Women are more likely to walk to work. 13% of women walk to work compared to 10% of men.</li> </ul>	<p>Scottish Health Survey 2018;          Scottish Census 2011;          Are We Nearly There Yet: Exploring Gender and Active Travel, Sustrans 2018;          Scottish Census 2011;          Transport and Travel in Scotland 2018</p>
2.5	Gender Reassignment	No research has been identified	
2.6	Marriage and Civil Partnership	No research has been identified	
2.7	Pregnancy / Maternity	<ul style="list-style-type: none"> <li>• Women are more likely than men to be travelling with prams/buggies/other young children, and this can affect transport choices.</li> </ul>	<p>Are We Nearly There Yet: Exploring Gender and Active Travel, Sustrans 2018.</p>

2.8	<i>Religion / Belief</i>	<i>No research has been identified</i>	
2.9	<i>Sexual Orientation</i>	<i>No research has been identified</i>	
2.10	<i>Other marginalised groups</i> <i>Including but not exclusive to the experiences of unpaid carers, homeless people, current and ex-offenders, people with addictions, care experienced people, people living in rural areas.</i>	<i>No research has been identified</i>	
2.11	<i>Have people who identify with any of the characteristics been involved in the development of the scheme?</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	

2.12	Please outline any involvement or consultation which has been carried out or is planned.	Details	Date	Summary of Findings
		<p>- Two online surveys aimed at the local population, in March 2020 and September 2020</p> <p>- an online map to place location-specific comments</p> <p>- two online workshops, in March and September 2020 (planned to be in person in Hamilton but had to be moved online due to travel and meeting restrictions associated with the COVID-19 pandemic).</p> <p>For all activities, a wide range of stakeholders were contacted including local community organisations, Community Councils, elected members, schools, and South Lanarkshire Disability Access Panel.</p> <p>Refer to Hamilton Active Travel Network Plan – dated October 2020 for full details of community engagement activities undertaken.</p>	<p>March - October 2020</p>	<p>117 responses were collected for the first survey, from a majority of women (53%). 12% were between 16 and 24 years old and 5% were over 65, while 8% described themselves as retired. 1 respondent described their professional status as “unable to work due to illness/disability) Given the number of responses, results were not disaggregated.</p> <p>A further 67 responses were collected for the follow-up survey in September 2020, however, socio-economic data was not collected.</p> <p>We invited the South Lanarkshire Disability Access Panel to all events and advertised the surveys, but received no response.</p> <p>Future engagement will continue to include these groups in the delivery of the network plan and particularly seek to broaden engagement with individuals or representatives from disabled groups, children and young people.</p>



### 3. IMPACT

<i>Based on what is known in Section 2, please outline the impact you expect the scheme to have</i>		<i>Possible positive (+) impact</i>	<i>Possible adverse (-) impact</i>	<i>Neutral impact likely (✓)</i>
3.1	<p><i>Age</i></p> <p><i>Including impact relating young people (age 18 and over) and older people.</i></p>	<ul style="list-style-type: none"> <li>• Both older people and young people will experience a positive impact from using the improved infrastructure and greenspace in the immediate surrounding and of better access to it; with benefits for physical activity, mental wellbeing, community involvement and social interaction, for two groups likely to spend more time in their local area;</li> <li>• Access to greenspace will provide opportunities for recreational use, learning opportunities and improved quality of life;</li> <li>• Provision of improved infrastructure will make it easier and safer for young and older people to get around, with benefits for promoting independent travel.</li> </ul>		

<p>3.2</p>	<p><i>Disability</i></p> <p><i>Including impact relating to long term limiting health conditions.</i></p>	<p>The proposals will provide easier access to and use of active travel routes, supporting independent travel. Specific benefits will be identified as the network plan is delivered, but are likely to include the following improvements:</p> <ul style="list-style-type: none"> <li>• Widened footways/footpaths benefiting wheelchair users and people with mobility problems, giving them greater space to travel and reducing conflict with other path users;</li> <li>• Well maintained and even surfaces ensuring that people with mobility problems find the area to be more accessible and inclusive;</li> <li>• Improved road crossings making crossing easier and safer;</li> <li>• Dropped kerbs with tactile paving improving road crossing experience for blind and visually impaired people.</li> </ul>		
<p>3.3</p>	<p><i>Ethnicity</i></p> <p><i>Including impact relating to skin colour, nationality, language spoken and country of origin. People identifying as Gypsy / Travellers are protected by this characteristic.</i></p>			<p><i>There is no evidence that, in isolation, people of different ethnicities, will be affected differently by the proposals.</i></p>

3.4	Sex	<ul style="list-style-type: none"> <li>• There is likely to be a positive impact on those walking or cycling alone, as the improved streetscape will provide an enhanced feeling of safety;</li> <li>• By delivering safe walking and cycling infrastructure, the proposals is likely to encourage more women to cycle more for everyday journeys; recreational/family walks and rides.</li> <li>• Men are also likely to experience a positive impact from enhanced opportunities to access greenspace for physical activity.</li> </ul>		
3.5	Gender Reassignment			<p><i>There is no evidence that, in isolation, people whose gender has been reassigned, will be affected differently by the proposals.</i></p>
3.6	<p><i>Marriage / Civil Partnership</i></p> <p><i>This characteristic is only applicable in contexts where the scheme relates to employment / employees. An employee or job applicant must not receive unfavourable treatment because they are married or in a civil partnership.</i></p>			<p><i>There is no evidence to suggest that people who are married, or in a civil partnership, in isolation, will be affected differently to the proposals</i></p>

3.7	<p><i>Pregnancy / Maternity</i></p> <p><i>This covers women as soon as they become pregnant. In the workplace this includes pregnancy-related illness.</i></p> <p><i>When a woman gives birth or is breastfeeding, this characteristic protects them for 26 weeks.</i></p>	<p>There is likely to be a positive impact on pregnant women and those who have recently given birth/are breastfeeding as infrastructure improvements will make it easier to get around, particularly when travelling with a baby/young child in a carrier/pram/buggy. Improved cycling facilities may give women on maternity increased confidence to cycle with a young child/ren.</p>		
3.8	<p><i>Religion / Belief</i></p> <p><i>Including the experiences of people with no religion or belief.</i></p>			<p><i>There is no evidence that, in isolation, people of different religions or beliefs, will be affected differently by the proposals.</i></p>
3.9	<p><i>Sexual orientation</i></p>			<p><i>There is no evidence that, in isolation, people of different sexual orientation, will be affected differently by the proposals</i></p>

3.10	<p><i>Other marginalised groups</i></p> <p><i>Including but not exclusive to the experiences of unpaid carers, homeless people, current and ex-offenders, people with addictions, care experienced people, people living in rural areas.</i></p>	<ul style="list-style-type: none"> <li>• The proposals will provide opportunities to travel by healthier, more inclusive travel options;</li> <li>• Areas in the neighbourhoods of Whitehill, Burnbank, Udston, Fairhill, Blantyre and Low Waters are within the 10% (some within the 5%) most deprived in Scotland (2020). In these areas people are most likely to benefit from investment in modes of transport alternative to the private car and improved public realm.</li> </ul>		
3.11	<p><i>Cross Cutting</i></p> <p><i>Where two or more characteristics overlap and the scheme affects those people in a specific way</i></p>			N/A

## 4. ASSESSMENT

4.1	Select the assessment result, 1-4, which applies and give a brief justification	1. No major change <input checked="" type="checkbox"/>	Justification: As the proposals are intended to enable more people to make use of healthy, low-cost and socially-inclusive travel choices for both functional and recreational journeys, a range of benefits are expected to arise, and no significant impacts are expected to arise on any protected group.  If this is selected you must demonstrate that all opportunities to promote equality have already been taken.
		2. Continue the scheme <input type="checkbox"/>	Justification:  If this is selected you must set out the justifications for continuing with the scheme in terms of proportionality and relevance.
		3. Adjust the scheme <input type="checkbox"/>	Justification:  If this is selected you must set out the reasons why an adjusted scheme is required. For example to remove unjustifiable barriers or address opportunities that cannot be missed on the balance of proportionality and relevance.
		4. Stop and remove the scheme <input type="checkbox"/>	Justification:  If this is selected you must set out the reasons for halting the scheme or significantly changing it to avoid unlawful discrimination.
		<p>If this is selected you are confirming that the EQIA demonstrates the proposal is robust and there is no possible adverse impact.</p> <p>If this is selected you are confirming that the EqIA identifies possible adverse impact or missed opportunities but the scheme can be justified.</p> <p>If this is selected you are confirming that the EqIA identifies possible adverse impact or missed opportunities which suggest the scheme needs to be adjusted.</p> <p>The scheme shows actual or possible unlawful discrimination. It must be halted or significantly changed.</p>	

## 5. ACTIONS

5.1	Please outline how you will monitor the impact of the scheme	<i>The inputs, outputs and outcomes of the scheme will be assessed in line with monitoring and evaluation plans provided as part of the development of specific routes.</i>		
5.2	Please outline action to be taken in order to: <ul style="list-style-type: none"> <li>• <i>Mitigate possible adverse negative impact (listed under Section 3);</i></li> <li>• <i>Promote possible positive impacts and;</i></li> <li>• <i>Gather further information or evidence</i></li> </ul>	Action	Lead	Timescale
		<i>Going forward, as part of feasibility work and design, detailed discussions will take place with the relevant local groups representing disabled people to seek confirmation that the designs meet their needs, particularly around crossing points, kerbing, materials to be used, placement of additional infrastructure, etc</i>  <i>Similarly, the next stages should seek to involve children and young people in the design of routes, especially when it is expected to serve schools.</i>	SLC	Post 2021
		<i>Through follow-up qualitative surveys, gather information on the benefits noted by individuals as a result of the scheme (e.g. improved access, health and wellbeing, cost saving, etc)</i>	SLC	Post 2021
		<i>Promote the positive impacts of scheme, through good news stories, case studies, quotes, etc, from a broad range of individuals in the community, to be published in local print and social media</i>	SLC	Post 2021

5.3	<i>When is the scheme/proposal due to be reviewed?</i>	<i>The Network Plan is now complete, and this EqlA is not expected to be updated. However, it is expected to be the starting point for future engagement activities when routes identified in the document progress through the development and design process.</i>
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## 6. APPROVAL

6.1	<i>Senior Officer who this scheme will be reported by</i>	<i>Name: Stuart Laird Job Title: Traffic and Transportation Engineer</i>
6.2	<i>Signature</i>	<i>Stuart Laird</i>
6.3	<i>Date</i>	<i>15 December 2020</i>



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